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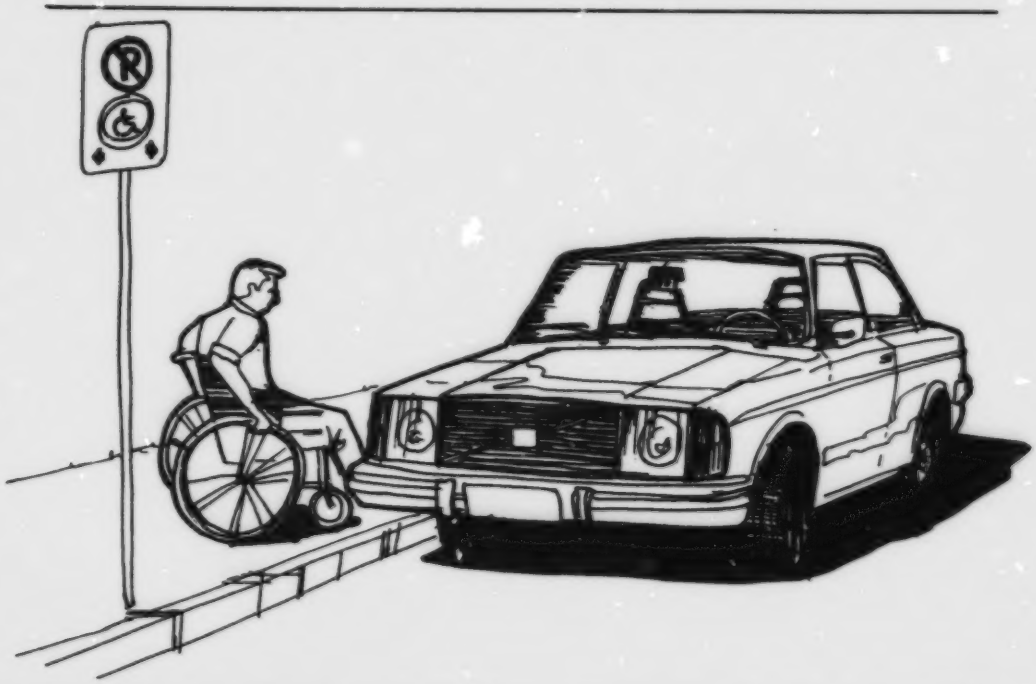
Parking for Disabled Persons:
A REVIEW OF CURRENT CANADIAN POLICIES AND PROGRAMS



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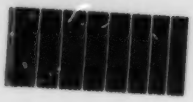

TP 10413E

PARKING FOR DISABLED PERSONS: A REVIEW OF CURRENT CANADIAN POLICIES AND PROGRAMS

JUNE 1990

DELCAN CORPORATION

M.A. Gravel, P.Eng.
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Un sommaire en français de ce document est inclus avant la table des matières.

PROJECT TEAM

This study was undertaken by Delcan. The project team consisted of:

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16. Abstract

This study consists of a state-of-the-art review of current Canadian policies and programs as they relate to parking for disabled persons. The study includes a review of available literature and a comprehensive survey of existing parking policies and programs in Canada at the federal, provincial and municipal levels. The study provides an overview of various parking-related issues and concerns of mobility impaired persons. Conclusions of the study include such aspects as vehicle registration, inter-jurisdictional recognition of permits, on-street parking supply, off-street parking supply, parking space design standards and enforcement. Recommendations are made concerning appropriate mechanisms to ensure adequate parking supply and consistency, conformity and reciprocity in Canadian parking policies.

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16. Résumé

Cette étude passe en revue les politiques et programmes canadiens actuels relatifs au stationnement pour personnes handicapées. On y trouve la documentation disponible sur le sujet ainsi qu'un recueil descriptif des politiques et programmes existants au Canada, tant au niveau fédéral, provincial que municipal. Cette étude expose les divers problèmes de stationnement vécus et exprimés par les personnes handicapées à mobilité réduite. Les conclusions de cette étude couvrent les aspects suivants: l'enregistrement des véhicules, l'acceptation universelle des permis émis, l'offre de stationnement sur rue et hors rue, les normes de conception et le respect des places de stationnement pour handicapés. Des recommandations sont faites afin d'assurer une quantité de places de stationnement suffisante ainsi qu'une cohérence, une conformité et une réciprocité dans les politiques canadiennes sur le stationnement pour personnes handicapées.

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SUMMARY

As part of the Technical Investigation and Engineering Support Services Program for the Elderly and Disabled, Delcan Corporation was retained by Transport Canada's Transportation Development Centre (TDC) to undertake a state-of-the-art review of parking policies and programs as they relate to mobility impaired persons. This project complements other TDC work related to personal mobility and to the reduction/elimination of travel barriers for the elderly and disabled (E&D) by focusing on the specific needs of drivers and passengers of private vehicles.

The purpose of this study is to review the existing E&D parking policies and programs applied across Canada, to provide a state-of-the-art review of recent research undertaken in Canada and the United States, and to determine whether or not guidelines are required to assist in developing uniform requirements and policies for use by federal, provincial and municipal authorities involved in the licensing and provision of parking for E&D persons.

The scope of the study includes: a literature search of recent and current work on E&D parking throughout Canada and the United States; a comprehensive survey and review of current and planned Canadian programs at the federal, provincial and regional/municipal levels; the identification of users' needs; and a list of conclusions and recommendations to address the current and future problems and needs associated with E&D parking in Canada.

The review of existing parking policies and programs for mobility impaired persons at the federal, provincial, and municipal levels in Canada, as well as recent activities in this regard in the United States has enabled a number of general conclusions to be drawn, as well as specific conclusions regarding:

- registration, vehicle identification and reciprocity,
- on-street parking supply,
- off-street parking supply,
- parking space design standards, and
- enforcement.

Conclusions relating to each of these categories are presented in the report.

Specific recommendations developed in the report include the following:

Appropriate mechanisms should be developed to ensure adequate supply and consistency, uniformity and reciprocity in parking policies among the various levels of government in Canada. This can be achieved by undertaking various activities regarding by-law requirements, parking space design, signage standards, guidelines for provincial and municipal jurisdictions, and the drafting of a model ordinance.

In the event that American legislation concerning universal reciprocity is not forthcoming, provinces should be encouraged to complete negotiations with the American states in order to achieve complete reciprocity between American states and Canadian provinces.

Provinces should be encouraged to assume their responsibility in regard to administrative aspects of parking programs for mobility impaired persons. In cases where this is currently being handled successfully by organizations representing the interests of the mobility impaired, there is no immediate need to change. However, should the opportunity arise, the province should assume responsibility of the program.

SOMMAIRE

Le Centre de développement des transports (CDT) de Transports Canada a retenu les services de Delcan Corporation pour effectuer une revue de l'évolution sur les politiques et programmes de stationnement entreprise dans le cadre du programme sur le transport des personnes âgées et des handicapés. Ce projet s'ajoute aux autres travaux du CDT sur la mobilité des personnes ainsi que sur la réduction et l'élimination des obstacles au déplacement des personnes âgées et handicapées, et met l'emphase sur les besoins spécifiques des conducteurs et des passagers des véhicules particuliers.

Cette étude commence par revoir les politiques et les programmes de stationnement pour personnes handicapées tels qu'appliqués à travers le Canada, ainsi que les récents travaux de recherche entrepris au Canada et aux États-Unis. Le but étant de déterminer si la formulation de certains principes sont requis pour aider à l'élaboration des normes et politiques à l'usage des divers paliers de gouvernements impliqués dans l'émission des permis et la gestion des places de stationnement pour handicapés.

Cette étude contient une recherche bibliographique des plus récents travaux sur le stationnement pour les personnes handicapées entrepris au Canada et aux États-Unis; une compilation des programmes fédéraux, provinciaux et municipaux, actuels et projetés; l'identification des besoins de la clientèle visée; et une série de conclusions et de recommandations pour faire face aux problèmes et aux besoins immédiats et futurs de stationnement pour personnes handicapées au Canada.

La compilation des politiques et programmes de stationnement pour personnes à mobilité réduite ainsi que la revue des divers travaux sur le sujet a permis de tirer quelques conclusions sur:

- l'enregistrement des véhicules et l'acceptation universelle des permis émis;
- l'offre de stationnement sur rue;
- l'offre de stationnement hors rue;
- les normes de conception des places de stationnement; et
- la surveillance pour veiller au respect des places réservées.

Les conclusions de chacune de ces catégories sont présentées dans ce rapport.

Il apporte aussi des recommandations spécifiques suivantes:

On devra élaborer des mécanismes appropriés afin de s'assurer d'un nombre suffisant de places de stationnement, de l'uniformité des politiques dans les divers paliers gouvernementaux ainsi que de l'acceptation universelle des permis émis. Ceci pourrait être obtenu par les moyens suivants: la réglementation, les normes de conception des places de stationnement, l'uniformité de la signalisation, la préparation de principes directeurs pour les gouvernements provinciaux et municipaux ainsi que par la préparation d'une ordonnance type.

Dans l'éventualité où la législation américaine n'est pas amendée afin d'y incorporer l'acceptation universelle, les provinces sont invitées à négocier des ententes individuelles avec les Etats-Unis de façon à parvenir à l'acceptation complète des permis entre les provinces canadiennes et les Etats-Unis.

Les provinces sont doivent assumer leurs responsabilités en matière d'administration des programmes de stationnement pour personnes à mobilité réduite. Dans les cas où ces responsabilités sont supportées efficacement par les organismes représentant les personnes handicapées, il n'y a pas lieu de modifier cette pratique pour le moment. Cependant si l'occasion se présente, la province devrait prendre en charge la responsabilité du programme.

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1.0 INTRODUCTION

As part of the Technical Investigation and Engineering Support Services Program for the Elderly and Disabled, Delcan Corporation was retained by Transport Canada's Transportation Development Centre (TDC) to undertake a state-of-the-art review of parking policies and programs as they relate to mobility impaired persons. This project complements other TDC work related to personal mobility and to the reduction/elimination of travel barriers for the elderly and disabled by focusing on the specific needs of drivers and passengers of private vehicles.

1.1 Background

In Canada, as in most industrial countries, elderly and disabled persons are among the fastest growing groups in the population. Advances in medical science mean that people are now living and working longer, travelling more and engaging in a more active lifestyle. In addition, technological advances and a rise in the standard of living have made special aids and assistance devices in the home and private car more available, accessible and affordable.

However, increased accessibility to private automobiles does result in certain problems for the elderly and disabled (E&D), one of the most important of which relates to the provisions of parking spaces for this population group. These problems arise from a number of factors including a seemingly arbitrary requirement for the number of parking spaces relating to public parking facilities; no requirement at all in many cases for private parking facilities; the apparent excessive number of spaces in certain areas which results in high violation rates; no consistency in eligibility, enforcement or reciprocity policies, etc.

During the 1980's and particularly in the last five years, a significant effort has been devoted to this area by various levels of government, resulting in a number of wide ranging programs that have been implemented to accommodate the parking needs of the E&D. However, this intense level of activity has resulted in inconsistencies occurring in national, provincial and local programs. As early as 1984, the Federal Government, by way of the Canadian Council of Motor Transport Administrators (CCMTA), brought the provincial and territorial bodies together for the signing of a memorandum of understanding, which promoted the standardized display of physically disabled parking permits across Canada, as well as reciprocity between each of the jurisdictions. Following the signing of this memorandum, permits used for E&D vehicle identification have become more or less standardized across Canada; however, other aspects of the E&D parking programs, as discussed in this report, still need to be addressed.

1.2 Study Purpose and Scope

The purpose of this study is to review the existing E&D parking policies applied across Canada, to provide a state-of-the-art review of recent research undertaken in Canada and the United States, and to determine whether or not guidelines are required to assist in developing uniform requirements and policies for use by federal, provincial and municipal authorities involved in the licensing and provision of parking for E&D persons.

The scope of the study includes: a literature search of recent and current work on E&D parking throughout Canada and the United States; a comprehensive survey and review of the current and planned Canadian programs at the federal, provincial and regional/municipal levels; the identification of users' needs; and a list of conclusions and recommendations to address the current and future problems and needs associated with E&D parking in Canada.

2.0 LITERATURE REVIEW

A literature search was conducted as part of the study using the services provided by the Roads and Transportation Association of Canada and the Intergovernmental Committee on Urban and Regional Research. In addition, information was obtained from various sources, including Transport Canada and the U.S. Federal Department of Transportation.

Of the documents reviewed, the following sources provided the most relevant information pertaining to the study:

- the Canadian Standards Association[1]
- the American Association of Motor Vehicle Administrators (AAMVA)
- the U.S. Department of Transportation[2, 6]
- the Institute of Transportation Engineers[3, 4]
- the Clinical Training Program at DePaul University[5].

2.1 Canadian Standards Association

The Canadian Standards Association's Committee on Barrier Free Design-Public Safety has developed preliminary standards for parking spaces and passenger loading zones. Information available at this time comes from a draft report (sixth draft - October 1989) and consequently should not be perceived as being an adopted standard. A final standard is expected in early 1990. For information purposes the draft standard makes the following recommendations:

- general:
  - circulation routes adjacent to parking spaces shall be accessible by a person in a wheelchair
- parking space for cars:
  - minimum width: 2400 mm plus adjacent accessible aisle of at least 1500 mm (total minimum 3900 mm)
  - where surfaces are paved, access aisles shall be clearly indicated by markings
  - spaces should be located on the shortest possible circulation route
  - two adjacent parking spaces may share an access aisle

1, 2, 3, 4, 5, 6 References listed in Appendix G.

- parking space for vans:

  - minimum width: 4600 mm (perpendicular parking)
    2600 mm (parallel parking)
  - minimum height clearance: 2750 mm
  - minimum length: 7400 mm (parallel parking)

- signs:

  where parking spaces are required to be reserved they shall be identified by:

  - the uniform traffic control sign (note that the sign is the same as that of the Manual of Uniform Traffic Control Devices for Canada and as adopted in the Federal-Provincial-Territorial Memorandum of Understanding; see sample below)

  - the sign should be at least 300 x 450 mm in size and should be located at least 1.5 m above ground level
  - the international symbol of access painted on the pavement of the stall (minimum length of symbol 1000 mm; paint colour should strongly contrast with background)
  - directional signs should be placed along the route where the location of designated spaces is not obvious

- passenger loading zones:

  - access aisle should be at least 1500 mm wide and 6000 mm long adjacent and parallel to the vehicle pull-up space
  - minimum vertical clearance: 2750 mm.

2.2 American Association of Motor Vehicle Administrators (AAMVA)

In October, 1989, the AAMVA Ad Hoc Committee on handicapped parking completed a report on the progress which had been made by all states, territories and Canadian provinces in achieving international handicapped parking reciprocity and uniformity.

A summary of the report indicated that of a possible 2652 reciprocity agreements in the United States, 2451 agreements had been signed, leaving only 201 to be

negotiated, all of which are expected to be finalized in the near future. In Canada, in theory, total reciprocity has been established with the adoption of the Federal-Provincial-Territorial Memorandum of Understanding; however, of the 624 possible agreements between American states and Canadian provinces, only 197 have been made. A list of existing reciprocal agreements between the American states and Canadian provinces is provided in Table 1.

A summary of responses received to the handicapped parking questionnaire for American states and Canadian provinces and territories is provided in Table 2.

2.3 U.S. Federal Department of Transportation

In 1987, the U.S. Federal Department of Transportation produced a report entitled "Parking for Handicapped Persons Study" which identified problems associated with parking for the handicapped in the United States. The report addresses various issues including inconsistent eligibility definitions, vehicle identification requirements, and parking privileges as well as varying degrees of enforcement and levels of reciprocity between states. Issues identified in this research are discussed in more detail in section 4.1.3 of this report.

In 1989 the United States Federal Highway Administration and the National Highway Traffic Safety Administration established an advisory committee whose goal it is to improve parking for persons with disabilities through legislative rule making. The areas that the advisory committee will address include the following:

- the adoption of the International Symbol of Access as the only recognized symbol for the identification of vehicles used to transport people with disabilities who have difficulty walking,
- the distribution of licence plates with the International Symbol of Access for vehicles used to transport people with disabilities,
- the dissemination of removable windshield signs with the International Symbol of Access to be used by people with disabilities, and
- the fees charged for the licensing or registration of a vehicle used to transport people with disabilities.

In March 1990, the U.S. Federal Department of Transportation proposed guidelines to the States for a uniform system for handicapped parking. The proposal was developed jointly by two DOT agencies: the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA). The guidelines to the states recommend that:

- The International Symbol of Access (the wheelchair symbol) be the only recognized symbol for the identification of vehicles used to transport persons with disabilities. This should be used on special licence plates and removable windshield placards.

Table 1 - Existing Reciprocal Agreements Between

American States and Canadian Provinces and Territories

American State	Reciprocal Agreement With
Alabama	Manitoba
Arkansas	Manitoba
Arizona	All Provinces
California	Manitoba, Québec, Saskatchewan
Colorado	Manitoba
Delaware	Alberta, Manitoba, Prince Edward Island
Florida	Alberta, Manitoba, Nova Scotia
Georgia	Manitoba
Idaho	British Columbia, Manitoba, Newfoundland, Saskatchewan
Illinois	Alberta, Manitoba, Newfoundland
Kansas	Manitoba
Kentucky	Manitoba
Louisiana	Alberta, Manitoba
Maryland	All Provinces
Maine	Manitoba, Newfoundland
Michigan	Manitoba
Minnesota	Manitoba
Mississippi	Manitoba
Montana	All Provinces
New Jersey	All Provinces
Nebraska	All Provinces
North Carolina	Alberta, Manitoba
North Dakota	All Provinces
Ohio	Alberta, British Columbia, Manitoba, Newfoundland, Yukon
Oklahoma	Alberta, Manitoba
Oregon	Alberta, Manitoba, British Columbia, Newfoundland, Québec, Yukon
Pennsylvania	Manitoba
Puerto Rico	Manitoba
Rhode Island	Manitoba
South Carolina	Manitoba
Tennessee	All Provinces
Texas	All Provinces
Utah	All Provinces
Vermont	All Provinces
Virginia	All Provinces
Washington	Alberta, Manitoba, Newfoundland
Wisconsin	Manitoba
West Virginia	Manitoba

Table 2: Responses to Handicapped Parking Questionnaire

Ad Hoc Committee on Handicapped Reciprocity - AAMVA

Survey Question	Summary of Responses
Has the "International Symbol of Access" been adopted by your State, Territory or Province?	Sixty jurisdictions have adopted the International Symbol of Access and three jurisdictions have not formally accepted the International Symbol of Access.
Do you issue special license plates displaying the International Symbol of Access for vehicles which will be used to transport individuals with handicaps?	Fifty jurisdictions issue special license plates displaying the International Symbol of Access for vehicles which will be used to transport individuals with handicaps; fourteen jurisdictions do not issue special license plates displaying the International Symbol of Access for vehicles which will be used to transport individuals with handicaps.
Do you issue removable windshield parking placards displaying the International Symbol of Access?	Fifty-nine jurisdictions issue removable windshield parking placards displaying International Symbol of Access; five jurisdictions do not issue removable windshield placards displaying the International Symbol of Access.
Are license taxes for specially marked license plates used for handicapped parking privileges higher in cost than regular plates?	License taxes for specially marked license plates used for handicapped parking privileges are higher than regular license plates in four jurisdictions; license taxes for specially marked license plates used for handicapped parking privileges are not higher than regular license plates in fifty-four jurisdictions.
Does your state, territory, or province issue parking privileges to individuals who have a temporary disability?	Fifty-seven jurisdictions issue parking privileges to individuals who have a temporary disability; six jurisdictions do not issue parking privileges to individuals who have a temporary disability.
Does your state, territory, or province require handicapped parking agreements which are signed, or does statute provide for handicapped parking reciprocity without signed agreements?	Fifteen jurisdictions require Handicapped Parking Reciprocity Agreements which are signed; forty-eight jurisdictions will extend handicapped parking reciprocity without signed agreements.
Does your state, territory, or province need additional assistance in notifying law enforcement agencies of reciprocity agreements?	The States of Indiana, Massachusetts and Missouri have requested additional assistance in notifying law enforcement agencies of reciprocity agreements.

- The states recognize licence plates and placards issued by other states and countries.
- The states establish design and construction standards for parking spaces reserved for persons with disabilities.

The proposal was recommended by an advisory committee that included members of organizations concerned with transportation and the disabled. The advisory committee will meet again to review comments on the proposal and then recommend a final rule.

2.4 Institute of Transportation Engineers

The Institute of Transportation Engineers conducted two studies in 1988 pertaining to parking for the handicapped. The first study entitled "the Need and Usage of Handicapped Parking Spaces" reviewed current practices in the U.S. and Canada in order to identify features that were supportive of appropriate policy direction and also those areas where changes were required. The second report entitled "Handicapped Parking Supply" reviews current parking supply policies and makes recommendations for improvement.As part of the first study, a survey was undertaken of a sample of regions and municipalities from Canada and the United States. The survey collected information on parking supply requirements, parking usage and enforcement, stall design, vehicle identification, reasons for a program's success or failure and types of land uses which have differing parking requirements.

With regard to parking supply the study showed that:

- of those jurisdictions that have handicapped parking 75% use guidelines to establish supply, and of the 75%, 86% felt the guidelines were adequate,
- typically, the guidelines used were for off-street facilities and were based on supplying a percentage of the total number of spaces in a facility (e.g. 1-2%) or on a specific number of spaces for a certain number of spaces (e.g. 1 per 50 spaces),
- on-street supply was usually determined on a case-by-case basis,
- different land uses required different amounts of handicapped parking,
- typical guidelines either supplied too many or too few spaces.

The study provided information on types of land uses that need more or less handicapped parking as compared to the status quo and also on qualities of successful and unsuccessful handicapped parking programs. This information is summarized in Tables 3 and 4, respectively.

Other findings of the study relating to users' concerns are discussed in section 4.1.2 of this report.

Table 3 - Land Uses Needing More or Less Handicapped Parking

Land Uses Requiring More Parking	Land Uses Requiring Less Parking
Medical (Doctors/Clinics, Hospitals/Supplies/Drug Stores)	Office
Educational (Colleges/Universities)	Commercial
Civic Buildings (City Halls, Libraries, Court Houses, City Garages, Post Offices, Community Centers)	Industrial
Public Agencies (especially those serving the handicapped)	Retail:
Senior Citizen Housing	Large Shopping Centres
Parks, Day Use Areas	Fringe Parking Lots
Entertainment, Sports Complexes, Theatres	Racquetball Facilities, Gyms
Service Businesses (Banks, Telephone Companies, Utilities)	
Small Neighbourhood Shopping Centers	
High Density Residential	
Convenience Stores	
Private Parking Lots	

Source: Adapted from ITE Journal, June 1988

The second ITE study entitled "Handicapped Parking Supply" was undertaken as a follow-up to the first study. Following a review of the methods used by most jurisdictions to determine handicapped parking requirements, it was concluded that handicapped parking supply would be better developed based on land use type rather than on the basis of a fraction or percentage of the total parking supplied at the facility.

To develop handicapped parking rates for various land uses, an extensive survey of existing handicapped spaces was undertaken. This survey included counts for various land uses, including general retail facilities, shopping centres, offices, banks, restaurants, educational facilities, industrial facilities and hotels. Surveys were conducted at locations where the floor area of the surveyed facility was available so that parking per area rates could be developed for a particular land use. Handicapped parking supply guidelines developed from this study which are expected to meet 98 to 100 percent of the demand for these land uses are summarized in Table 5.

Table 4 - Qualities of Successful and Unsuccessful Handicapped Parking Programs

Qualities of Successful Programs	Qualities of Unsuccessful Programs
- Good enforcement - Stringent penalties (costly ticket, tow away) - Active commissions (on physical disabilities, elderly, etc.) - Coordination with handicapped groups (setting mutual guidelines and program monitoring) - Space and vehicle identification for handicapped persons - Public cooperation and consideration - Privilege has not been abused - Media coverage - Spaces installed where needed - Not many spaces so they are not perceived as being too numerous - Thoroughly evaluates requests for new handicapped spaces - Large population of handicapped persons leads to recognition of need - State law promotes understanding	- Lack of enforcement (public and private property - Low use - Spaces not conveniently located - Spaces provided only to meet standards without reflecting need - Lack of interest by private property owners to install and/or enforce

Source: Adapted from ITE Journal, June 1988

2.5 Clinical Training Program at DePaul University

Leonard A. Jason, a professor and Director of the Clinical Training Centre at DePaul University, conducted a study in 1984 to evaluate strategies to deter non-handicapped drivers from parking in handicapped parking spaces. The study looked at the misuse of handicapped spaces when two different forms of signage was used to identify the handicapped spaces. On a weekly cycle, the signage was alternated between an International Access Symbol (IAS) painted on the pavement of the stalls and the painted symbol in combination with a posted vertical IAS sign.

Results of the study showed when only the painted IAS was used, violations occurred for approximately 50-60 percent of the observations, whereas violations, when both

the vertical sign and the painted symbol occurred simultaneously dropped to less than 5 percent of the observations.

Table 5 - ITE Handicapped Parking Supply Guidelines

Land Use	Parking Supply Requirement
Office	0.02 spaces per 1,000 SF GFA with a minimum of one space.
Banks	One space per bank unless occupancy surveys justify the need for a second handicapped stall.
Industrial	None, except handicapped spaces for employees needing them.
Restaurants	0.30 spaces per 1,000 SF GFA, with a minimum of one space.
Retail	Under 500,000 SF GFA - 0.075 spaces per 1,000 SF GFA, with a minimum of one space
	500,000 SF GFA and over - 0.060 spaces per 1,000 SF GFA.
Hotels	0.02 spaces per room, with a minimum of one space.

Source: ITE Journal, June 1988
Note: SF GFA = square feet of gross floor area

In conclusion, the study clearly demonstrated that with proper signage and identification, misuse of handicapped spaces can be significantly reduced.

3.0 EXISTING PARKING PROGRAMS FOR THE MOBILITY IMPAIRED IN CANADA

Parking programs for the mobility impaired exist at the federal, provincial and local levels in Canada. Each of these is discussed in the following pages.

3.1 Federal Level

Federal government involvement in parking for the mobility impaired in Canada is twofold. Firstly, it has the responsibility of overseeing parking policy formulation, particularly with respect to standardization, uniformity and reciprocity between provinces and territories and secondly, of developing and implementing parking programs for federal government land uses.

With respect to standardization, uniformity and reciprocity considerations, the federal government via Transport Canada and the Canadian Conference of Motor Transport Administrators (CCMTA) developed guidelines on parking for the mobility impaired. In 1984, these guidelines were incorporated into a memorandum of understanding which was signed by the Ministers of each of the provinces and territories. This memorandum entitled "The Memorandum of Understanding Respecting a Federal-Provincial-Territorial Agreement on the Reciprocal Recognition of Parking Permits for Physically Disabled Persons" states the following:

> Intent
>
> The purpose of this Memorandum of Understanding is to ensure that the provinces, territories, municipalities and the federal government implement programs that will promote the consistent display of physically disabled parking permits across Canada. Vehicles displaying such permits will therefore be entitled to park in spaces for use by the physically disabled anywhere they are so designated in Canada.
>
> Definitions
>
> For the purpose of a national vehicle identification program for disabled persons, a "physically disabled person" means a person who suffers from a permanent or temporary disability that renders walking difficult and who has been issued a physically disabled permit.
>
> A "physically disabled permit" means a permit or licence plate issued by a provincial, territorial, municipal or federal authority entitling a person to park in spaces reserved for use by physically disabled persons.

Issuance

All physically disabled permits issued by a province, territory, municipality or the federal government must display the following information to be recognized as a valid permit:

a) the international symbol of the disabled;
b) a permit number or licence plate number;
c) the name of the issuing province, territory, municipality or federal authority;
d) the expiry date (where applicable).

Where desirable, the issuing authority may establish further information on the permit.

Display of Permits

Permits must be visible to enforcement officials and displayed on the dashboard, sun visor, or hung from the rear-view mirror of the vehicle; licence plates will be displayed in accordance with provincial regulations.

Reciprocity

By the signing of the Memorandum of Understanding, each co-signing jurisdiction agrees to honour the permits that are issued by any other co-signing jurisdiction.

Enforcement

The enforcement of parking regulations will remain within the authority of the province, territory, municipality or federal authority. Jurisdictions erecting parking signs indicating spaces for the disabled will do so in accordance with the Uniform Traffic Control Devices Manual. (See Section 2.1)

Publicity

All co-signing jurisdictions agree to make a public announcement regarding reciprocal recognition of parking permits for physically disabled persons.

Following the signing of the Memorandum of Understanding (MOU), follow-up has been assigned to the Federal/Provincial/Territorial Committee on Road Transportation for Disabled Persons. This Committee currently feels, however, that the situation was adequately addressed at the national level with the adoption of the

MOU and that it is now up to the provinces and municipalities to see that the MOU is implemented within their respective jurisdictions. As the MOU has no legislative powers, it is up to the provinces and municipalities to see that these guidelines are implemented in accordance with the MOU.

Subsequent to the MOU, the federal government has been involved in funding development, by the Canadian Standards Association, of a new accessibility standard for the disabled. Relevant information from the draft CSA standard is presented in Section 2.1 of this report.

With respect to parking programs for the mobility impaired, the Federal Treasury Board has recently announced that within five years all federal government associated buildings must provide provisions for accessibility by disabled persons. Included in the requirements are those relating to parking supply and design. Parking supply requirements have been developed by Public Works Canada and have been incorporated into a document entitled "Barrier-Free Design: Detailed Implementation Requirements". The most relevant sections of this document have been reproduced in Appendix E. Although no official policy exists with regard to the design of parking spaces reserved for the disabled at federal facilities, it is Treasury Board's intent to adopt the CSA's standards once they have been approved (likely in early 1990; see Section 2.1 of this report for more information concerning the draft standard).

3.2 Provincial Level

Of the ten provinces and two territories in Canada, all of the jurisdictions except the two territories have introduced a parking program. Most of these programs address the physically disabled requirements at a very broad level. The areas that are most often covered at the provincial level include administration of the program, including registration, eligibility requirements, issuance of permits, vehicle identification, signage, enforcement and reciprocity.

It should be noted that at the present time, Ontario does not have a comprehensive provincial parking program for the mobility impaired. It's current responsibilities are limited to the issuance of licence plates for the physically disabled. All other responsibilities are relegated to the regional and municipal levels of local government. However, the Province of Ontario has been actively involved in developing a comprehensive provincial program in the last few years and expects to implement the new program in 1990 (as of December 1989, Bill 219 - Excerpts Pertaining to the Disabled Person Parking Program had passed 3rd Reading in the Legislative Assembly and was awaiting Royal Assent.)

The following subsections provide an overview of data collected through telephone surveys with officials from each province concerning their E&D parking programs.

An overview of the provincial programs is presented in Appendix A. A list of persons contacted at the provincial level is provided in Appendix H.

3.2.1 Program Administration

Program administration in most of the provinces is carried out by a branch of the provincial ministry of transportation or a provincially funded disabled organization or a combination of both. Table 6 lists the administrative body responsible within each province.

3.2.2 Vehicle Identification

Vehicle identification in Canada is essentially limited to two techniques, namely: the use of a special licence plate and the use of a portable placard.

Special licence plates generally consist of a standard licence plate with the International Accessibility Symbol either embossed on the plate or affixed using a sticker.

Placards are portable vehicle identification cards that are issued to the disabled person rather than tagged to the vehicle in which they most often travel. In some provinces it is possible for one person to obtain two placards. In those provinces that issue both licence plates and placards, a person with a special licence plate can also obtain a placard since he/she may sometimes travel as a passenger in another vehicle.

Table 6 - Agencies Responsible for the Administration of the Parking for Mobility Impaired Persons Program

Province	Agency Responsible
Newfoundland	Consumer Organization of Disabled (COD)
Nova Scotia	Motor Vehicle Regulation Development, Ministry of Transportation and Communications
Prince Edward Island	Council of Disabled (COD)
New Brunswick	Ministry of Transportation
Québec	L'Office des Personnes Handicapées du Québec (OPHQ) - placards Régie de l'Assurance Automobile du Québec (RAAQ) - plate sticker
Ontario	Ministry of Transportation
Manitoba	Ministry of Transportation
Saskatchewan	Canadian Paraplegic Association of Saskatchewan Saskatchewan Abilities Council
Alberta	Ministry of Transportation
British Columbia	Social Planning and Research Council (SPARC)

Placards are quite standardized across the nation with regard to the information and layout they entail. The front face of the provincial placards includes at least the following:

i) International Access Symbol for disabled,
ii) Name of Province,
iii) Registration Number, and
iv) Expiry Date (if applicable).

The reverse side however includes various information such as the signature and name of the disabled person, renewal information, usage information, abuse information, etc.

For the provincial programs, information contained on both the licence plates and the placards conforms to the suggested requirements set out in the Federal-Provincial-Territorial Memorandum of Understanding (see Section 3.1). A summary of the techniques used in each of the provinces to identify vehicles used by the mobility impaired is provided in Appendix A. Appendix B provides a sample of licence plates and placards currently used in the various provinces.

3.2.3 Registration

Registration procedures are fairly well standardized across Canada. Typically, an application form is obtained from the program administrator and completed, and then is followed by a doctor's certification of the disability. However, two provinces (New Brunswick and Prince Edward Island) only require a doctor's certification if the disability is not visibly recognizable. Manitoba does not require a doctor's verification, however the disabled person does need approval from one of four provincial agencies that serve disabled persons. The only province that does not require some type of certification of the disability is the current Ontario provincial program whereby a person only has to put a check mark on the application form to indicate that he/she is disabled. However with Bill 219 in its final reading, the registration requirements will soon be similar to those found in other provinces.

Upon completion and approval of the application, the person is then issued either a special licence plate or a portable placard. Usually there is no cost associated with registration, however some provinces do charge a nominal fee to help cover administrative costs. Licence plate costs are equal to those charged for standard plates. Renewal of the permits varies from one year to an indeterminate time period (sometimes as in the case in the proposed Ontario program, this is based on the duration of the disability) depending on province and type of vehicle identification. In addition, upon renewal, if the disability is permanent, a doctor's certification is not usually required again. Table 7 provides a summary of provincial registration requirements (as of September 1989).

Table 7 - Provincial Registration Requirements
(as of September 1989)

Province	Doctor's Certification Required	Cost	Renewal Period
Newfoundland	Yes	$0	None Required
Nova Scotia	Yes	$0	5 yr
Prince Edward Island	No if visual Yes if not visual	$3	1 yr
New Brunswick	No if visual Yes if not visual	$0	None Required
Québec	Yes	$10 $0	2 yr LP 3 yr PC
Ontario (current) (proposed)	No Yes	$0 $0	1 yr Based on duration of disability
Manitoba	No but Disability Agency Approval	$0	None Required
Saskatchewan	Yes	$0	1 yr LP None Required PC
Alberta	Yes	$0	1 yr LP None Required PC
British Columbia	Yes	$6	3 yr

- PC - placard
- LP - licence plate

3.2.4 Eligibility Requirements

To be eligible for registration, a person must satisfy the requirements established by the province or as is currently the case, by the municipalities in Ontario, the Yukon

and the Northwest Territories. In the case of Ontario, however, with the forthcoming adoption of Bill 219, the eligibility requirements will become provincial responsibility.

In most cases, the eligibility requirements or definitions have been established as guidelines for medical practitioners and/or agencies for the disabled to follow when determining if a person is eligible or not for the program. Definitions vary considerably from province to province. Ontario currently does not have eligibility requirements since this is left up to local governments; however, this will change with the forthcoming changes in legislation. One province (Alberta) leaves eligibility totally to the doctor's discretion. Some provinces have very general definitions while others apply very detailed eligibility criteria.

General eligibility requirements would typically resemble New Brunswick's definition which states "a disabled person is any paraplegic, physically disabled or handicapped person who is seriously restricted for medical reasons and who is required to use:

- a wheelchair
- a walker
- a cane
- crutches
- a leg brace on each leg".

An example of very detailed eligibility criteria, drawn from the province of British Columbia follows:

A disabled person is a person who:

- "has lost the use of one or more lower extremities
- has significant limitations in the use of lower extremities
- has a diagnosed disease or disorder which substantially impairs or interferes with mobility
- is so severely disabled as to be unable to move without the aid of an assistant device
- suffers from lung disease to such an extent that her/his forced (respiratory) expiratory volume per second when measured by a spirometry is less thar 1 litre or her/his arterial oxygen tension (Po^2) is less than 60 mm/Hg on room air at rest
- is impaired by cardiovascular disease to the extent that her/his functional limitations are classified in severity as:
  - CLASS III: marked limitation of physical activity; comfortable at rest; ordinary physical activity caused by fatigue, palpitation, dyspnea or anginal pain
  - CLASS IV: inability to carry on any physical activity without discomfort, symptoms of cardiac insufficiency or of the anginal syndrome may be present even at rest, discomfort is increased by physical activity

- is blind to such an extent her/his central visual acuity does not exceed 20/200 in the better eye with corrective lenses, as measured by the Snellen Test, or visual acuity that is greater than 20/200, but with a limitation in the field of vision such that the widest diameter of the visual field subtends an angle no greater than 20 degrees."

An inventory of available provincial and municipal eligibility criteria is provided in Appendix C.

3.2.5 Availability of Temporary Permits

Permanent permits are usually good for the person's lifetime, although some provinces require the person to renew periodically as shown previously in Table 7. Temporary permits are officially issued at the present time in five provinces. Two others and the municipalities within the territories use the permanent permit with early renewal. Two others do not have temporary permits, and the tenth province, Ontario, under the current system has a mix, depending on the municipality. However, with the proposed program to be implemented in early 1990 in Ontario, all permits would be issued based on the duration of the disability.

Temporary permits are used for temporary mobility disabilities (such as a broken leg) and for visitors to a region who are disabled and do not have access to their local jurisdiction's identification. The eligibility for a temporary permit varies from a doctor's certification based on eligibility criteria or his judgement to the issuer's discretion. Table 8 indicates which provinces issue temporary permits.

Table 8 - Availability of Temporary Permit

Province	Temporary Permit Availability
Newfoundland	Yes
Nova Scotia	No
Prince Edward Island	Yes
New Brunswick	Yes
Québec	Yes
Ontario (current)	*
Ontario (proposed)	Yes
Manitoba	No
Saskatchewan	Yes
Alberta	Yes
British Columbia	Yes

* depends on local government's policy.

3.2.6 Signage

Signage of dedicated spaces for the mobility impaired was found to vary greatly from province to province. Some provinces applied signs that had been registered in their highway traffic acts whereas others left signage up to individual municipalities. Signs varied from the Uniform Traffic Control Device Manual sign which is referred to in the Memorandum of Understanding (MOU) to the basic International Access Symbol (IAS) signs to only the IAS painted on the pavement of the parking stall. Some have added a message on signs such as "By Permit Only". In a few cases, even when the provinces did have official signs, some municipalities chose to use a different sign that seemed more appropriate to them.

With such a variation in dedicated parking space identification, confusion likely exists for those persons travelling between jurisdictions, although there is some consistency in that all signs display the International Access Symbol in some form or another. The provincial signs inventoried as part of this study are illustrated in Appendix B.

3.2.7 Enforcement

Enforcement of parking policies in Canada is typically a local (regional or municipal) government's responsibility, although a number of provinces include provisions for enforcement of parking policies for the mobility impaired in their motor vehicle or highway traffic acts. Others, such as the proposed Ontario program and the British Columbia program, assign the legislative powers to the municipalities but also provide model ordinances (see Appendix I) in an attempt to develop uniformity in their provinces. Table 9 provides a summary of those provinces which have incorporated provisions for the enforcement of parking programs for the mobility impaired in their traffic acts, applicable fines and whether or not the programs are enforceable on private property (subject to vehicles having the appropriate identification).

3.2.8 Reciprocity

In 1984, the ten provinces and two territories entered into a reciprocal agreement which laid the foundation for reciprocity of mobility impaired parking policies (see Section 3.1 for more information). In other words, if an individual displayed a placard (conforming to the M.O.U. standards) from another jurisdiction, then the same parking privileges granted local mobility impaired persons would be extended to the visitor. Since the M.O.U. was not mandatory (regulatory), it was left up to the individual provinces to coordinate the implementation of reciprocity policies with each of the municipalities and regions within their jurisdictions.

At the present time, all jurisdictions covered in the survey (see Appendix A) have adopted placards consistent with the M.O.U., with the exception of Whitehorse (Yukon). However, enforcement is generally a regional/municipal responsibility and consequently a large degree of latitude is given to local enforcement officers. In fact,

essentially all local jurisdictions responding to the survey indicated that they accept visitor's placards even without signed reciprocal agreements with that jurisdiction as long as a placard conforming to the MOU is displayed.

With respect to reciprocity with the United States, Section 2.2 showed that out of a possible 624 reciprocal agreements between the Canadian provinces and the American states, only 197 have been made, most of which are verbal and have been initiated by the states. Although this number may seem low, it likely reflects the fact that reciprocity is generally widespread in Canada and that mobility impaired Canadians (because of their small numbers or other factors) have not suffered significant problems in the United States because of a lack of reciprocity.

Table 9 - Enforcement and Associated Penalties

Province	Regulated Through	Fine	Enforceable on Private Facilities**
Newfoundland	HTA	Varies	Yes
Nova Scotia	MVA	$75	Yes
Prince Edward Island	HTA	$25	No
New Brunswick	MVA	$25	Yes
Québec	Mun. By-laws	Varies	No
Ontario (current)	Reg./Mun. By-laws	Varies	Yes
Ontario (proposed)	Reg./Mun. By-laws*	$50-$2,000*	Yes*
Manitoba	Mun. By-laws	Varies	Varies
Saskatchewan	Mun. By-laws	Varies	No
Alberta	Mun. By-laws	Varies	Varies
British Columbia	Mun. By-laws*	Max. $2,000*	Yes*

Note: HTA - Highway Traffic Act
MVA - Motor Vehicle Act

* province has developed model ordinance, although application by municipalities is not mandatory; in Ontario vehicle identification will have to comply with requirements of the Highway Traffic Act

** conditional on proper signage being present.

3.2.9 Identified Problems

As part of the telephone survey, provincial officials were asked to identify problem areas associated with the existing programs for the mobility impaired. Responses covered such items as:

- misuse of privileges by non-disabled (use of spaces, use of placards, prolonged use of temporary permits),
- inadequate enforcement (fines too low, no jurisdiction on private property),
- eligibility and reciprocity (criteria, responsibility for),
- inadequate supply (number of spaces, signage, dimensions).

3.3 Municipal Level

Municipal governments in Canada are generally assigned the responsibility for developing and enforcing a parking program for the supply of on- and/or off-street parking for the mobility impaired. The responsibility for personal and/or vehicle registration and eligibility is generally left to the provinces, although this is not currently the case in Ontario, the Yukon and the Northwest Territories. In Ontario (as discussed in Section 2.0) this will be changed in early 1990 to reflect the general tendency in this regard. As part of the survey a total of 29 municipal jurisdictions were contacted, they include:

- St. John's, Newfoundland
- Halifax, Nova Scotia
- Dartmouth, Nova Scotia
- Charlottetown, Prince Edward Island
- Saint John, New Brunswick
- Fredericton, New Brunswick
- Rouyn-Noranda, Québec
- Québec, Québec
- Longueil, Québec
- Westmount, Québec
- Hull, Québec
- Ottawa, Ontario
- Nepean, Ontario
- Toronto, Ontario
- Mississauga, Ontario
- Hamilton, Ontario
- Chatham, Ontario
- Sault Ste. Marie, Ontario
- Winnipeg, Manitoba
- Saskatoon, Saskatchewan
- Regina, Saskatchewan
- Calgary, Alberta

- Red Deer, Alberta
- Edmonton, Alberta
- Vancouver, British Columbia
- New Westminster, British Columbia
- Victoria, British Columbia
- Whitehorse, Yukon
- Yellowknife, Northwest Territories

An overview of the survey results for the 29 municipal jurisdictions surveyed is presented in Appendix D. A list of persons contacted in each of these jurisdictions is presented in Appendix H.

3.3.1 Municipal Responsibilities

Generally speaking, municipalities in Canada are only responsible for the supply and enforcement aspects relating to parking for mobility impaired persons. However, in Ontario, the Yukon, the Northwest Territories and the City of Winnipeg municipalities are also responsible for registration and vehicle identification aspects of the program. In the case of Ontario, forthcoming legislation will assign the responsibility for registration and vehicle identification to the province, leaving municipalities with similar responsibilities to those in other provinces (see Section 3.2 for additional information on this subject).

With respect to supply, municipalities establish local policies and by-laws which specify the number of spaces to be provided for the mobility impaired. These requirements may include one or several of the following: on-street parking, off-street parking (private and/or public). In addition, many municipalities require minimum design standards, including location of spaces, dimensions and signage. Others make exceptions to existing regulations such as exemptions to parking meter fees or parking time limit relaxations.

With respect to enforcement, municipalities establish local policies and by-laws which enable the regulations to be applied in order to limit abuse. These policies include provisions for fines, location of enforcement (public and/or private facilities), the type of control (monitoring of spaces or upon request) and the delegation of authority for enforcement (parking control officer, police, municipal officials, volunteers).

3.3.2 Parking Supply - On-Street

On-street parking supply policies differ significantly from jurisdiction to jurisdiction. Some of the key findings derived from the survey of municipalities include the following:

- approximately two-thirds provide designated spaces on-street for use by mobility impaired persons,

- approximately one-half provide designated spaces on-street at metered locations,
- approximately one-third indicated that signage conformed to the suggested signage in the Federal-Provincial-Territorial Memorandum of Understanding,
- approximately one-half provide parking time limit relaxations for mobility impaired persons,
- approximately one-half provide exemptions to parking meter fees.

The choice of location and the identification of the number of on-street parking spaces varies significantly. Techniques used to identify the number of spaces required and their location include the application of a percentage of total on-street parking, discussions with local associations for the disabled, and a random distribution of spaces. The majority of on-street parking spaces for the mobility impaired is located in the central area of a municipality, although some municipalities reserve spaces in residential areas and/or provide parking time limit relaxations. To qualify for these on-street parking privileges, disabled persons generally, must display a special placard or affix a sticker to their permit.

With respect to those municipalities that provide exemptions to parking meter fees, several located in the western provinces required the obtainment of a special permit or a sticker which must be affixed to the vehicle identification placard. This then allows for unlimited use of parking meters without having to deposit coins in the meters.

3.3.3 Parking Supply - Off-Street

Most municipalities designate or make provisions for the designation of off-street parking spaces for the mobility impaired. However, not all municipalities have chosen to adopt by-laws or have the powers to adopt by-laws to ensure the adequate supply of off-street parking for mobility impaired persons.

In jurisdictions where by-laws do not exist, the owners of large traffic generators often provide parking spaces for the mobility impaired on their own volition or by moral persuasion by local organizations for the disabled. However, this usually results in inconsistencies in signage, enforcement and in the number of parking spaces provided. In addition, many facilities are not provided with any parking spaces for the mobility impaired.

In jurisdictions where by-laws exist, parking supply for the mobility impaired is most often based on either a fraction or a percentage of the total parking supply for that facility (i.e. 1 space for every 50 spaces or 1% of the total number of spaces). Most by-laws have been developed as a general requirement without distinction between land uses.

However, the City of Mississauga has adopted a by-law which makes provisions for two classes of land uses, the first being for general land uses (with publicly available

parking) and the second for hospitals, medical centres or clinics. The parking requirement for the latter acknowledges the greater demand associated with it.

Municipal by-laws governing the supply of parking are not always entirely respected. For example, the City of Ottawa undertook a survey of conformity to their by-law and found that only 33 percent of facilities were in total compliance, while 38 percent were significantly non-compliant.

Sample off-street parking supply by-law requirements are provided in Appendix E.

3.3.4 Parking Space Design Standards

Design standards for parking spaces designated for use by mobility impaired persons typically deal with the width of the space and the signage requirements.

With respect to the width of parking spaces, most municipalities make provisions for a wider space, typically 3.66 m, as compared to 2.75 m for non-designated spaces. This is, however, insufficient, according to the draft CSA standards (see Section 2.1) which suggest a total width of 2.4 m plus an adjacent access aisle of at least 1.5 m for a total width of 3.9 m. However, in the case of two adjoining spaces, the aisle can be shared and consequently the total width requirement is reduced. The importance of the access aisle is significant since it allows for access to and egress from parked vehicles. It should also be noted that the draft CSA standards also make provisions for additional requirements in the case of parking spaces used by vans.

A few municipalities make provisions for design standards for curb parking in their by-laws in order to reflect the need for additional space should the vehicle be equipped with a ramp or a lift (either from the side or the rear). The lack of consideration of this factor is a problem which should be addressed in the future.

With respect to signage of designated spaces, it is evident that significant inconsistencies currently exist across Canada. In certain cases these may occur in neighbouring municipalities which can generate confusion among users. Municipalities, in general, have developed their own signs which in many cases conflict with either their own provincial standards or the proposed signage in the Federal-Provincial-Territorial Memorandum of Understanding or both.

Signs used by a sample of the municipalities surveyed are illustrated in Appendix F.

3.3.5 Enforcement

Enforcement of regulations pertaining to parking privileges for mobility impaired persons is a critical factor in the success or failure of a particular program.

However, legal responsibility for parking enforcement often does not come under municipal jurisdiction and consequently parking regulations on private facilities must be enforced by the operators of the facility. In these cases, monitoring of off-street facilities is not done on a regular basis but is subject to reaction to a complaint.

In cases where municipalities are responsible for enforcement, fines have been introduced which vary from a low of $10.00 to a maximum of $100.00. The trend in fines has been increasing over the last few years in order to eliminate or reduce abuse of parking privileges. For example, the proposed model ordinances in British Columbia and Ontario make provisions for fines up to $2,000.00 (see Appendix I).

Enforcement in these municipalities is either the sole or shared responsibility of the local police department, the city by-law enforcement department or in a few instances, the city's parking commission.

In jurisdictions able to enforce parking by-laws on private property which provide public parking, individuals may be deputized to enforce the parking regulations, particularly in the cases of large traffic generators such as shopping centres and universities.

3.3.6 Reciprocity

Only four of the municipalities surveyed had knowledge of the existence and contents of the "Federal-Provincial-Territorial Memorandum of Understanding". In addition, enforcement personnel were in most instances unaware of the existence of reciprocal agreements with other jurisdictions such as with American states. Nevertheless, local enforcement agencies were found to be fairly lenient as long as the vehicle displayed a special placard or licence plate from another jurisdiction.
In cases where vehicle identification was questioned and abuse of privileges was suspected, the vehicle would be ticketed and cancelled later subject to proper proof of a disability.

3.3.7 Current Demand for Parking Spaces

None of the municipalities contacted had undertaken surveys to determine parking demand and violation rates for spaces designated for mobility impaired persons. Most jurisdictions expressed satisfaction with the current parking supply requirements, which is not surprising considering the lack of effort dedicated to the monitoring of usage of the spaces. Also, it is apparent that several municipalities have borrowed extensively from each others' policies, without any due regard to local factors which may significantly influence demand.

Although not in this study's telephone survey, relevant information was obtained from Bathurst New Brunswick. Findings from this source indicated that dedicated spaces were used by non-handicapped persons 85 percent of the time. In a second survey following a public awareness program, misuse of the spaces dropped dramatically

although misuse was still common. Consequently, from the work undertaken in Bathurst, it is possible to conclude that abuse of parking privileges for the mobility impaired can be significantly reduced by ensuring public awareness and knowledge of the programs.

3.3.8 Identified Problems

As part of the telephone survey, municipal officials were asked to identify problem areas associated with the existing programs for the mobility impaired. An overview of these problem areas follows:

- use of designated parking spaces by non-disabled persons appears common (this may be reflective of a number of factors including: poor public awareness, inadequate signage, possible exaggerated supply in some cases, etc.),
- abuse of vehicle identification privileges by non-disabled persons (i.e. use of placards by family or friends),
- lack of on-street parking privileges in many jurisdictions,
- lack of public awareness of the parking privileges and services offered,
- lack of legislative opportunities for regulating and enforcing parking policies for private off-street facilities.

In general, municipalities most satisfied with their programs were those that have a close working relationship with local associations for the disabled and have a policy of addressing issues with them as they arise.

4.0 ISSUES AND CONCERNS OF MOBILITY IMPAIRED PERSONS

Issues and concerns of the mobility impaired were identified through discussions with several associations representing the interests of mobility impaired persons as well as through a literature search which provided valuable information, particularly from American sources.

To complement this information, a review of the current and future travel needs of mobility impaired persons is presented.

4.1 Issues and Concerns

Issues and concerns were identified following discussions with and a review of information received from the following sources:

- Canadian Automobile Association
- Transport Canada
- United States Department of Transportation
- Paralysed Veterans of America (PVA)
- Institute of Transportation Engineers
- Various organizations representing the interests of persons with mobility restrictions.

4.1.1 Canadian Automobile Association

In correspondence dated May 1988, the Canadian Automobile Association identified the following problems and solutions associated with parking programs for the mobility impaired:

- a need exists for a standard format for placards which should include provisions for the international symbol of the disabled, a common display location in the vehicle and portability,
- a need exists for the placards to be made available exclusively via the provincial governments and also for strict enforcement,
- a need exists for reciprocity between jurisdictions.

4.1.2 Transport Canada (Transportation of Disabled Persons Program)

Transport Canada officials have expressed concern that although a Memorandum of Understanding has been signed at the federal-provincial-territorial levels, the agreement lacks clout because it is not regulatory in nature. In addition, certain aspects such as enforcement and eligibility criteria for parking privileges are not covered.

4.1.3 United States Department of Transportation

Problems relating to parking for the mobility impaired in the United States were addressed in a report entitled "Parking for Handicapped Persons Study" (U.S., D.O.T., May 1989). These included the following:

- lack of a uniform definition of who is entitled to special parking privileges which has caused problems with reciprocity,
- lack of a uniform method to identify vehicles,
- lack of uniform parking privileges,
- varying degrees of enforcement and severity of penalties imposed on violators,
- lack of reciprocity in recognizing out of state handicapped parking permits and licence plates, and
- problems associated with licence plates as means of making the vehicle eligible for parking privileges since many persons feel vulnerable to crime when their vehicle displays a permanent identification of their disability.

4.1.4 Paralysed Veterans of America (PVA)

The Paralysed Veterans of America is an association that has been instrumental in pushing for federal legislation regarding parking policies for the disabled in the United States. The Association has specifically been involved in drafting a bill to Congress which deals with various aspects including:

- eligibility definition,
- parking privileges,
- reciprocity.

4.1.5 Institute of Transportation Engineers (ITE)

From research undertaken by the Institute of Transportation Engineers and published in the ITE Journal (June 1988), the following concerns were identified:

- handicapped parking supply should be calculated based on land use type and building size and not on the size of the parking facility; this limits over supply and also provides for more intensive use at certain land use types,
- enforcement was a problem that needed to be resolved (i.e. enforcement on private property, lack of information for officers, inadequate signage, inadequate vehicle identification),
- differences in parking privileges from jurisdiction to jurisdiction,
- parking stall dimensions and accessibility,
- concerns relating to vehicle identification (for example using licence plates) due to user preferences.

4.1.6 Various Canadian Organizations Representing the Interests of Mobility Impaired Persons

As part of this study, discussions were held with several organizations representing the interests of mobility impaired persons. These included the Canadian Paraplegic Association, the War Amputees of Canada, the Canadian Cerebral Palsied, the National Educational Association of Disabled Students, the Freedom in Travel Organization, the Canadian Heart Foundation, the Ontario March of Dimes and the Muscular Dystrophy Association of Canada.

Although most of the associations contacted were supportive of existing policies and efforts for improvements, several issues and concerns were nevertheless identified, including the following considerations:

- inadequate design standards for designated parking spaces (location, width, signage, ramp or aisle location),
- inadequate number of designated spaces,
- poor enforcement (frequency, misuse of spaces by non-handicapped, inadequate fines),
- special requirements (vertical clearance for vans, drop off locations close to entrances, designated spaces in valet parking lots or where stacked parking is permitted).

4.2 Travel Trends and Characteristics of the Mobility Impaired

The Transport Canada Report "Transportation and Disabled Persons: A Canadian Profile" states that elderly and disabled persons are among the fastest growing groups in the population. Advances in medical science are prolonging life and a rise in the standard of living makes special aids and assistive devices in the home and private vehicles more available and acceptable. Currently mobility disabled represent approximately 3 to 5 percent of the total population.

Of the various transportation modes available for local trips by mobility impaired persons, the passenger vehicles are by far the most common mode of transportation (representing approximately 85% of the total). This is primarily due to its flexibility and convenience. Consequently with such high uses of personal vehicles, ancillary parking privileges have become essential.

Furthermore, in a report entitled "Trends in Transportation - Proceedings" prepared by the Ontario Ministry of Transportation, it was estimated that the disabled population would increase 30 percent by the year 2000 which translates into a 2.4 percent increase per year. Also, this sector of the population travels only about one-half as much as the general population, about 30 trips per month compared to 55 trips per month by the average person.

What this means is that parking supply requirements for mobility impaired persons cannot be developed based on their relative importance as a percentage of the total population. Rather, specific needs associated with various land uses and taking into consideration the different trip making characteristics of mobility impaired persons must be addressed. In addition, with the growth of this sector of society in future years, a monitoring program will be required to enable such things as parking supply requirements to be continuously updated based on the need at that point in time.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

The state-of-the-art review of existing parking policies and programs for mobility impaired persons at the federal, provincial, and municipal levels in Canada, as well as recent activities in this regard in the United States has enabled a number of general conclusions to be drawn, as well as specific conclusions regarding:

- registration, vehicle identification and reciprocity,
- on-street parking supply,
- off-street parking supply,
- parking space design standards, and
- enforcement.

Conclusions relating to each of these categories are presented in the following pages.

5.1.1 General Conclusions

General conclusions regarding parking for the mobility impaired, include the following:

- during the 1980's and particularly the last five years, significant effort has been devoted to the area of parking policies for mobility impaired persons; however, this intense activity has resulted in inconsistencies in policies at the national, provincial and municipal levels;

- with the signing of the Federal-Provincial-Territorial Agreement in 1984, permits (placards) used for vehicle identification have become more or less standardized across Canada; however, other policy aspects directed towards parking privileges for mobility impaired persons still need to be addressed at the national, provincial, and municipal levels;

- problems in the United States are not unlike those experienced in Canada; these include vehicle identification, eligibility requirements, reciprocity between jurisdictions, and parking supply and enforcement considerations;

- three levels of government share responsibility for parking policy formulation and application in Canada; these responsibilities include:

    - the federal government which develops parking policy guidelines, particularly with respect to standardization, uniformity and reciprocity and also develops and applies parking programs for federal government land uses,

- the provincial governments who are primarily responsible for the administration of provincial parking programs for the mobility impaired, including registration, eligibility requirements, issuance of permits, vehicle identification, signage and reciprocity; however, Ontario currently relegates most of these responsibilities to local jurisdictions (although these responsibilities are expected to be assumed by the province in early 1990) and a few other provinces such as British Columbia and Newfoundland relegate responsibility to an organization representing the interests of the disabled,

- the municipal governments who are responsible for developing, applying and enforcing a parking program for the mobility impaired which typically is done through a municipal by-law which generally consists of requirements for the supply of on- and off-street parking, design standards for parking spaces as well as provisions for enforcement (although in a few cases, penalties are defined in the provincial Highway Traffic Act);

- differences in parking privileges between jurisdictions create confusion for persons visiting another jurisdiction even when reciprocity exits between the jurisdictions (i.e. parking meter fee exemptions, parking time limit relaxations for on-street parking);

- mobility impaired persons are among the fastest growing groups in the population; of the various travel modes for local trips, approximately 85% of the total is made by passenger vehicle; consequently ancillary facilities such as designated parking spaces are essential;

- the disabled population is expected to increase in Canada by about 30% by the year 2000; consequently any existing policies should be monitored closely and adapted to changing needs over time;

- in general, municipalities most satisfied with their programs were those that have a close working relationship with local associations for the disabled and have a policy of addressing issues with them as they arise.

5.1.2 Registration, Vehicle Identification and Reciprocity

The following conclusions address registration, vehicle identification and reciprocity considerations.

- registration is or will be in early 1990 (with the province of Ontario assuming responsibility in this regard) primarily the responsibility of the provincial governments, although a few provinces have relegated these responsibilities to organizations for the disabled with apparent success;

- although the Federal-Provincial-Territorial Memorandum of Understanding addresses the issue of reciprocity and vehicle identification requirements in Canada, local jurisdictions are generally unaware of its existence and contents (even though in most instances local enforcement officers accept vehicle identification from other jurisdictions as a courtesy), this suggests the need to make this ad hoc acceptance of other jurisdiction's vehicle identification official through local by-laws;

- vehicle identification methods (placards), as specified in the Memorandum of Understanding, are generally respected by the various jurisdictions across Canada;

- the universal acceptance of other jurisdictions' vehicle identification (placard) would eliminate any problems associated with obtaining a temporary permit or with inconsistent eligibility definitions between jurisdictions;

- the trend towards the use of placards rather than vehicle licence plates to make the vehicle eligible for special privileges is appropriate and should continue (special licence plates identify the vehicle permanently and consequently lack flexibility and add stress to the user due to fear of being susceptible to crime or violence and the social stigma associated with it);

- reciprocity between Canadian provinces and American states has only been partly achieved (i.e. 197 out of a possible 624 agreements have been made); consequently efforts should be made to ensure universal reciprocity with American states (which may be achieved by forthcoming legislation in the United States).

5.1.3 On-Street Parking Supply

Conclusions derived with respect to on-street parking supply include the following:

- significant inconsistencies exist between jurisdictions regarding provisions of spaces (some do, some don't), special consideration at parking meters (such as parking fee exemption), location of spaces (central area, residential areas), provisions for time limit relaxation and signage;

- in jurisdictions providing on-street parking for mobility impaired persons, design standards appear to be inadequate (as compared to the draft CSA standards).

5.1.4 Off-Street Parking Supply

The following conclusions address off-street parking supply considerations:

- most local jurisdictions have adopted by-laws requiring a specific number of spaces for the mobility impaired be provided for off-street parking facilities; however, this is usually done by specifying a percentage or some multiple of total parking spaces;

- current practices result in a wide range of parking requirements and do not reflect the differing demand levels associated with various land use types, nor in most cases do they reflect actual observed usage patterns at the facilities;

- in one particular jurisdiction, it was found that many land owners were in non-compliance with the existing by-law requirements; consequently this would suggest a better monitoring program would be required to ensure compliance;

- inconsistencies between jurisdictions exist with respect to signage, location, design standards and accessibility requirements;

- a number of jurisdictions lack legislative powers to regulate and enforce parking policies for private off-street facilities; opportunities in this regard should therefore be explored;

- although ITE has developed parking supply guidelines for the mobility impaired by land use category, there is no basis for accepting these as representative of Canadian conditions without further study.

5.1.5 Parking Space Design Standards

The following conclusions address parking space design considerations:

- although draft standards for parking space design and signage have been developed by the CSA, there will be a need to disseminate this information and to encourage or regulate adoption by local jurisdictions once they have been approved (early 1990 expected);

- although most municipalities make provisions for increased width of parking spaces (typically 3.66 m), they do not reflect the requirements identified in the draft CSA standard nor do existing provisions entirely address such aspects as accessibility, location, and differences between parallel and perpendicular parking requirements;

- proper signage and identification of spaces coupled with a thorough public awareness program is essential if misuse of privileges is to be reduced;

- signage of dedicated spaces varies significantly even though a standard sign is included in the Manual of Uniform Traffic Control Devices for Canada; this sign is supported by the Federal-Provincial-Territorial Memorandum of Understanding and the draft CSA standards; as a result, the sign should either

be used universally across Canada by the various jurisdictions or modified accordingly to satisfy national requirements.

5.1.6 Enforcement

Conclusions derived with respect to enforcement considerations include the following:

- very little monitoring of use of spaces is undertaken by local agencies; consequently, the level of abuse is not readily known;
- there appears to be a lack of public awareness of the parking privileges and services being extended to the mobility impaired;
- while on-street parking privileges are typically monitored on a regular basis, off-street parking usage is usually enforced subsequent to a complaint being received; in addition, many jurisdictions do not have the power to regulate on private property;
- there appears to be a misuse of spaces by the non-mobility impaired in such areas as illegal occupancy of spaces, illegal use of placards and use of temporary permits beyond their expiry date;
- fines are considered to be too low (generally less than $100 for an infraction); recent recommendations in Ontario's draft model ordinance and British Columbia's model ordinance suggest fines up to $2,000 for infractions.

5.2 Recommendations

The state-of-the-art review of parking policies for mobility impaired persons resulted in the development of the following recommendations:

Appropriate mechanisms should be developed to ensure adequate supply and consistency, uniformity and reciprocity in parking policies between the various levels of government in Canada. This can be achieved by undertaking various activities regarding the following issues:

1) By-law Requirements

- assess the applicability of existing by-law parking requirements for various land uses (including suggested ITE rates) and recommend appropriate rates to be applied in Canadian municipalities;
- both on-street (metered/unmetered, central area/residential areas) and off-street (public/private) facilities should be included in the analysis, as should an assessment of the level of misuse of parking privileges.

2) Parking Space Design and Signage Standards

- through consultation with organizations representing the interests of the mobility impaired and municipal representatives:

  - review proposed CSA standards for the design and signage of spaces;

  - suggest appropriate changes (with particular attention given to signage requirements and parking space dimensions).

3) Guidelines for Provincial and Municipal Jurisdictions

- prepare guidelines for provincial and municipal jurisdictions which address such issues as

  - the need for a comprehensive public awareness program
  - the need for monitoring and enforcement of by-laws to ensure compliance
  - the need to address the changing needs of the mobility impaired population over time
  - the need for examining opportunities for regulating and enforcing parking by-laws on private property in jurisdictions where this is not currently permitted, and
  - other issues identified in the state-of-the-art review or which may arise through further consultation.

4) Model Ordinance

- incorporate the guidelines into a model ordinance which could be applied by local jurisdictions in their respective jurisdictions (sample model ordinances are presented in Appendix I);

- the model ordinances should reflect the wide range of legislative powers empowered to local jurisdictions across Canada, and should ensure that provisions are made to guarantee universal reciprocity between jurisdictions.

In the event that American legislation concerning universal reciprocity is not forthcoming, provinces should be encouraged to complete negotiations with the American states in order to achieve complete reciprocity between American states and Canadian provinces.

Provinces should be encouraged to assume their responsibility in regard to administrative aspects of parking programs for mobility impaired persons. In cases where this is currently being handled successfully by organizations representing the

interests of the mobility impaired, there is no immediate need to change. However, should the opportunity arise, the province should assume responsibility of the program.

APPENDIX A

OVERVIEW OF VEHICLE REGISTRATION, IDENTIFICATION AND SIGNAGE POLICIES

APPENDIX A - OVERVIEW OF VEHICLE REGISTRATION, IDENTIFICATION AND SIGNAGE POLICIES

JURISDICTION	ELIGIBILITY CRITERIA									REGISTRATION			VEHICLE IDENTIFICATION							SIGNAGE
			Type of Disabilities										Licence Plate		Licence Plate Sticker		Placard			
	Formal Definition	Doctor's Approval Req'd	Doctor's Discretion	General	Loss of (or use of) Limbs	Mechanical Aids Req'd	Lung Problems	Heart Problems	Blindness	Fee Charged	Permanent Registration	Temporary Registration Available	Issued	Issued to: D - Driver P - Passenger	Issued	Issued to: D - Driver P - Passenger	Issued	Issued to: D - Driver P - Passenger	Conforms to M.O.U.*	Conforms to M.O.U.* Standards
Provincial/Territorial																				
- Newfoundland	Y	Y	N	N	Y	Y	Y	Y	N	N	Y	Y (1)	N	N	N	N	Y	D/P	Y	N
- Prince Edward Island	Y	Y (2)	Y	Y	N	N	N	N	N	Y	Y	Y	Y	D	N	N	Y	D/P	Y	N.A.
- Nova Scotia	Y	Y	N	N	Y	Y	Y	Y	Y	N	Y	N	Y	D	N	N	Y	D/P	Y	N
- New Brunswick	Y	Y(2)	Y	Y	N	Y	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	N
- Québec	Y	Y	N	Y	N	Y	N	N	N	Y (3)	Y	N	N	N	Y	D	Y	D/P	Y	N
- Ontario (existing) (4)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	Y	See Reg./ Mun.)	Y	D/P	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)	(See Reg./ Mun.)
- Ontario (proposed)	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	N
- Manitoba	N**	N	N	N	N	N	N	N	N	N	Y	N	N	N	Y	D	Y	D/P	Y	N.A.
- Saskatchewan	Y	Y	N	N	Y	Y	Y	Y	N	N	Y	Y	Y	D	N	N	Y	D/P	Y	Y
- Alberta	N	Y	Y	N	N	N	N	N	N	N	Y	Y	Y	D	N	N	Y	D/P	Y	N
- British Columbia	Y	Y	N	N	Y	Y	Y	Y	Y	Y	Y	Y	N	N	N	N	Y	D/P	Y	N
- Yukon (Whitehorse)	N**	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	D/P	N	Y
- N.W.T. (Yellowknife)	N	Y	Y	N	N	N	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	Y
Regional/Municipal																				
- Regional Municipality of Ottawa-Carleton, Ontario (4)	Y	Y	Y	Y	N	N	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	Y
- Metro Toronto, Ontario (4)	N	Y (2)	Y	N	N	N	N	N	N	N	Y	Y (1)	N	N	N	N	Y	D/P	Y	Y
- Regional Municipality of Hamilton-Wentworth, Ontario (4)	Y	Y	Y	Y	N	Y	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	N
- Mississauga, Ontario (4)	Y	Y	Y	Y	N	Y	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	Y
- Chatham, Ontario (4)	Y	N	N	Y	N	Y	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	N
- Sault Ste. Marie, Ontario (4)	Y	Y	Y	N	N	Y	N	N	N	N	Y	Y	N	N	N	N	Y	D/P	Y	N
- Winnipeg, Manitoba	N	Y (2)	Y	N	N	N	N	N	N	N	N	N	N	N	N	N	Y	D	N.A.	Y

* M.O.U. - Memorandum of Understanding respecting a Federal-Provincial-Territorial Agreement on the reciprocal recognition of parking permits for physically disabled persons.
** Ad hoc approval
N.A. - Not Available
(1) for visitors only
(2) in cases where disability is not visually identifiable
(3) fee charged for licence plate sticker
(4) will be replaced by proposed provincial program

Y - Yes
N - No

APPENDIX B

EXISTING PROVINCIAL VEHICLE IDENTIFICATION AND SIGNAGE METHODS

SIGN

NEWFOUNDLAND

PLACARD

SIGN

LICENCE PLATE

NOVA SCOTIA

PLACARD

PRINCE EDWARD ISLAND

PLACARD

NEW BRUNSWICK

LICENCE PLATE STICKER

LES ESPACES DE STATIONNEMENT
RÉSERVÉS POUR LES
PERSONNES HANDICAPÉES

SIGN

PLACARD

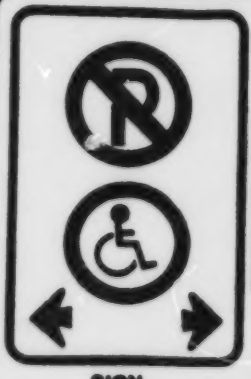
QUEBEC

PROPOSED SIGN

ONTARIO

(INFORMATION
NOT AVAILABLE)

MANITOBA



SIGN

TEMPORARY PARKING PERMIT

PERMANENT
PLACARD

LICENCE PLATE

SASKATCHEWAN

LICENCE PLATE

SIGN

PLACARD

ALBERTA

PLACARD

BRITISH COLUMBIA

APPENDIX C

PARKING PERMIT

ELIGIBILITY CRITERIA

APPENDIX C - PARKING PERMIT ELIGIBILITY CRITERIA

ST. JOHN'S, NEWFOUNDLAND

"Disabled person" means,

(i) any person who has lost, or has lost use of one or more lower extremities or who has significant limitation in the use of lower extremities, or who has a diagnosed disease or disorder any of which substantially impairs or interferes with mobility, or who is severely disabled as to be unable to move without the aid of an assistant device.

(ii) any person who suffers from lung disease to such an extent that his forced (respiratory) expiratory column one second when measured by spirometry is less than one litre or his arterial oxygen tension ($p0^2$) is less than 60 mm/Hg on room air at rest,

(ii) any person who is impaired by cardiovascular disease to the extent that his functional limitations are classified in severity as to standards accepted by the Canadian Heart Foundation.

NOVA SCOTIA

"Mobility Handicapped Person" means a person whose mobility is limited as a result of permanent severe physical disability caused by paralysis, lower limb amputation, heart or lung disease, or other debilitating impairment to the extent that:

(i) the person is unable to propel himself without the aid of a wheelchair or walker, or a combination of two of a crutch, cane, leg brace or leg prosthesis, or

(ii) (A) the daily use of a device to assist the person with breathing is required, or

(B) the person has a significant cardio-pulmonary condition which results in severe shortness of breath with minimum physical activity, or

(C) the person has a severe neuro-muscular or skeletal condition, and because of any of the conditions described in paragraph (A), (B) or (C), is limited in mobility to 50 metres or less in outdoor weather conditions, or

(iii) the person is legally blind in accordance with the definition of blindness in the Blind Persons Act (Canada) as may be from time to time amended.

PRINCE EDWARD ISLAND

Disability: A marked impairment of mobility (used for permit purposes only).

NEW BRUNSWICK

The IDENTIFICATION PLACARDS and PERMITS will be available to any paraplegic, physically disabled or handicapped person who is seriously restricted for medical reasons, and who is required to use:

(a) a wheelchair
(b) a walker
(c) a cane
(d) crutches
(e) leg braces on each leg

5. **QUÉBEC**

Handicapped means a person limited in the performance of normal activities who is suffering significantly and permanently from a physical or mental deficiency or who regularly uses a prosthesis or an orthopedic device or any other means of palliating his/her handicap.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH, ONTARIO

A disabled person, for the purposes of Parking Permits, is defined as:

> "... a person who is permanently/temporarily confined to a wheelchair or who is restricted to the permanent/temporary use of crutches or braces or who otherwise is permanently/temporarily disabled in such a way that his or her mobility is seriously restricted."

METROPOLITAN TORONTO, ONTARIO

"Physically handicapped person" shall mean a person who is the holder of a valid motor vehicle driver's licence and who is permanently confined to a wheelchair or who is restricted to the permanent use of crutches or braces or who otherwise is permanently disabled in such a way that his or her mobility is seriously restricted.

MISSISSAUGA, ONTARIO

"Physically handicapped person" means a person who is permanently confined to a wheelchair or who is restricted to the permanent use of crutches or braces or who otherwise is permanently disabled in such a way that his mobility is seriously restricted.

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON, ONTARIO

"Physically disabled person" means a person who suffers from a permanent or temporary disability rendering it difficult or burdensome to walk.

CHATHAM, ONTARIO

I hereby certify that I am, or that I regularly transport, a physically disabled person, whose mobility is seriously restricted for medical reasons, or who requires the use of a mobility assisting device.

SAULT STE. MARIE, ONTARIO

A physically handicapped person is defined as follows:

"physically handicapped person" shall mean a person who is permanently or temporarily,

(i) confined to a wheelchair, or

(ii) required to use crutches, braces or other devices that seriously restrict the mobility of the person, or

(iii) for medical reasons, not referred to in subclause (i) or (ii) restricted in his or her mobility.

MANITOBA

(Not Available)

SASKATCHEWAN

Permanent disability is defined as:

- loss of function of lower limbs which requires a person to use a wheelchair to travel any distance.
- a permanent impairment which requires a person to use mechanical aids daily, such as walkers and crutches to travel any distance.
- a physical impairment which causes a person to be unstable when walking any distance on any type of terrain.
- a permanent physical disability that is not visible, such as chronic obstructive pulmonary (lung) disease or congestive heart disease, or other permanent disabling conditions, where moving any distance would pose further risk or endanger the person's health.

(Note: All disabilities must be confirmed by a physician.)

ALBERTA

Those qualifying for a disabled licence plate and/or placard will be:

any person who has a physical limitation making it impossible for them to walk without artificial aid (i.e., wheelchair, crutches, cane, walker), or a medical condition that makes it difficult to walk any distance (at physician's discretion).

BRITISH COLUMBIA

A person who:

- has lost the use of one or more lower extremities
- has significant limitation in the use of lower extremities
- has a diagnosed disease or disorder which substantially impairs or interferes with mobility
- is so severely disabled as to be unable to move without the aid of an assistant device
- suffers from lung disease to such an extent that her/his forced (respiratory) expiratory volume/second when measured by spirometry is less than 1 liter or

his/her arterial oxygen tension (pO^2) is less than 60 mm/Hg on room air at rest

- is impaired by cardiovascular disease to the extent that her/his functional limitations are classified in severity as:
  - Class III: marked limitation of physical activity; comfortable at rest; ordinary physical activity causes fatigue, palpitation, dyspnea or anginal pain
  - Class IV: inability to carry on any physical activity without discomfort; symptoms of cardiac insufficiency or of the anginal syndrome may be present even at rest, discomfort is increased by physical activity
- is blind to such an extent that her/his central visual acuity does not exceed 20/200 in the better eye, with corrective lenses, as measured by the Snellen Test, or visual acuity that is greater than 20/200, but with a limitation in the field of vision such that the widest diameter of the visual field subtends an angle not greater than 20 degrees.

WHITEHORSE, YUKON

No eligibility criteria.

YELLOWKNIFE, NORTHWEST TERRITORIES

No eligibility criteria, doctor's judgement applied.

APPENDIX D

OVERVIEW OF MUNICIPAL PARKING PROGRAMS

APPENDIX D - OVERVIEW OF MUNICIPAL PARKING PR

MUNICIPALITY	ON-STREET PARKING FOR E & D					OFF-STREET PARKING FOR E & D							
						Public Facilities				Private Facilities (public use)			
	Designated Spaces Non-Metered	Designated Spaces Metered	Signage conforms to M.O.U.* Standards	Parking Time Limit Relaxation	Payment Required At Meters	Designated Spaces	By-law Provisions	Minimum Width of Space	Signage: C - City P - Province	Designated Spaces	By-law Provisions	Minimum Width of Space	Signage: C - City P - Province O - Other
St. John's NFLD	Y	Y	N	N.A.	Y	Y	Y	14 FT	N.A.	Y	Y (2)	14 FT	N.A.
Charlottetown PEI	Y	Y	N.A.	Y	N	Y	N	N.A.	N.A.	Y	N (3)	N.A.	N.A.
Dartmouth NS	N	N	---	N	N	Y	Y	3.5 m	P	Y	Y	3.5 m	P
Halifax NS	Y	N	N	Y	N	N	N	N.A.	---	Y	N	N.A.	O
Fredericton NB	Y	Y	N	N.A.	N	Y	N	N.A.	P	Y	N	N.A.	O
Saint-John NB	Y	Y	N	N	Y	Y	N	N.A.	P	Y	N	N.A.	O
Rouyn-Noranda PQ	Y	Y	N	N	Y	Y	N	N.A.	C	Y	N	N.A.	O
Québec PQ	Y	N	N	Y	N	Y	N	N.A.	C	Y	N	N.A.	N.A.
Westmount PQ	Y	Y	N	N	Y	Y	N	N.A.	C	Y	N	N.A.	O
Hull PQ	Y	N	N	Y	Y	Y	Y	3.6 m	P	Y	Y	3.6 m	C
Longueil PQ	Y	N	N	N	Y	Y	Y	3.7 m	N.A.	Y	Y	3.7 m	C
Ottawa ONT	N	Y	Y	Y	N	Y	Y	3.66 m	C	Y	Y	3.66 m	C
Nepean ONT	N	N	Y	N	N	Y	Y	3.66 m	C	Y	Y	3.66 m	C
SaultSteMarie ONT	N	Y	N	Y	N	Y	Y	N.A.	C	Y	Y	N.A.	C
Chatham ONT	Y	Y	N	N.A.	Y	Y	Y	3.5 m	C	Y	Y	3.5 m	C
Hamilton ONT	N	Y	N.A.	Y	N	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Mississauga ONT	N	N	Y	N	N	Y	Y	4.6 m	C	Y	Y	4.6 m	C
Toronto ONT	N	N	---	N	N	Y	N.A.	N.A.	C	N.A.	N.A.	N.A.	N.A.
Winnipeg MAN	Y	N	Y	Y	Y (1)	Y	N	N.A.	C	Y	N	N.A.	N.A.
Saskatoon SASK	Y	Y	N	N	Y (1)	N	N	N.A.	---	Y	N	N.A.	P
Regina SASK	Y	N	N.A.	Y	Y (1)	N	N	N.A.	---	Y	N	N.A.	O
Calgary ALTA	N	Y	N	N.A.	N.A.	Y	Y	4.0 m	C	Y	Y	4.0 m	C
Red Deer ALTA	Y	Y	Y	N	Y (1)	N	N	N.A.	---	Y	N	N.A.	C
Edmonton ALTA	Y	N	N	N.A.	N.A.	N	N	N.A.	---	Y	N	N.A.	O
Victoria BC	Y	Y	Y	Y	Y (1)	Y	N	N.A.	C	Y	N	N.A.	N.A.
Vancouver BC	Y	Y	N	Y	Y(1)	Y	Y	3.7 m	C	Y	Y	3.7 m	C
New WestminsterBC	N	N	---	N	Y	N	N.A.	N.A.	---	Y	N.A.	N.A.	N.A.
Whitehorse YUK	Y	Y	Y	N	N	Y	N	N.A.	C	Y	N	N.A.	N.A.
Yellowknife NWT	Y	N	Y	Y	N	N	N	2.6 m	---	Y	N	2.6 m	N.A.

* M.O.U. - Memorandum of Understanding respecting a Federal-Provincial-Territorial agreement on the reciprocal recognition of parking p
N.A. - Not Available
(1) - payment at meters made at time of purchase of permit; allows unlimited use of parking meters
(2) - new facilities only
(3) - association for the disabled determines parking requirements

Y -
N -

OVERVIEW OF MUNICIPAL PARKING PROGRAMS FOR E & D

OFF-STREET PARKING FOR E & D							ENFORCEMENT OF E & D PARKING								RECIPRO-CITY
Public Facilities			Private Facilities (public use)				On-Street Parking		Off-Street Public Parking		Off-St. Private Parking (Pub. Use)				
By-law Provisions	Minimum Width of Space	Signage: C - City P - Province	Designated Spaces	By-law Provisions	Minimum Width of Space	Signage: C - City P - Province O - Other	Regulated	M - Monitoring C - Complaint	Regulated	M - Monitoring C - Complaint	Controlled	M - Monitoring C - Complaint	Fine ($)	Towing Policy	M.O.U.* Style Placard Honoured
Y	14 FT	N.A.	Y	Y (2)	14 FT	N.A.	Y	M	N	---	N	---	12	N	Y
N	N.A.	N.A.	Y	N (3)	N.A.	N.A.	Y	M	Y	C	Y	C	25	Y	Y
Y	3.5 m	P	Y	Y	3.5 m	P	N	---	Y	N.A.	Y	N.A.	75	N	Y
N	N.A.	---	Y	N	N.A.	O	Y	M	N	---	Y	C	75	N	Y
N	N.A.	P	Y	N	N.A.	O	Y	M	Y	M	N	---	25	N	Y
N	N.A.	P	Y	N	N.A.	O	Y	M	Y	M	Y	C	25	Y	Y
N	N.A.	C	Y	N	N.A.	O	Y	M	Y	C	N	C	75	N	Y
N	N.A.	C	Y	N	N.A.	N.A.	Y	M	N	---	N	C	40	Y	Y
N	N.A.	C	Y	N	N.A.	O	Y	M	N	---	N	---	30	N	N.A.
Y	3.6 m	P	Y	Y	3.6 m	C	Y	M	Y	C	N	---	30	Y	Y
Y	3.7 m	N.A.	Y	Y	3.7 m	C	Y	M	N	---	Y	C	30	Y	Y
Y	3.66 m	C	Y	Y	3.66 m	C	Y	M	Y	M/C	Y	M/C	50	N	Y
Y	3.66 m	C	Y	Y	3.66 m	C	N	---	Y	M/C	Y	M/C	50	N	Y
Y	N.A.	C	Y	Y	N.A.	C	Y	M	Y	N.A.	Y	M/C	100	Y	Y
Y	3.5 m	C	Y	Y	3.5 m	C	Y	M	Y	M	Y	C	50	N	Y
N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	50	Y	Y
Y	4.6 m	C	Y	Y	4.6 m	C	N	---	Y	M/C	Y	M/C	75	Y	Y
N.A.	N.A.	C	N.A.	N.A.	N.A.	N.A.	N	---	Y	M	N.A.	N.A.	100	N	N.A.
N	N.A.	C	Y	N	N.A.	N.A.	Y	M	Y	N.A.	Y	N.A.	10	N	Y
N	N.A.	---	Y	N	N.A.	P	Y	M	N	---	Y	M	40	N	Y
N	N.A.	---	Y	N	N.A.	O	Y	M	N	---	Y	C	25	N	Y
Y	4.0 m	C	Y	Y	4.0 m	C	N	---	Y	M	N	---	0	N	Y
N	N.A.	---	Y	N	N.A.	C	Y	M	N	---	Y	M/C	35	Y	Y
N	N.A.	---	Y	N	N.A.	O	Y	M	N	---	Y	M/C	35	Y	Y
N	N.A.	C	Y	N	N.A.	N.A.	Y	M	Y	N.A.	Y	C	10	Y	Y
Y	3.7 m	C	Y	Y	3.7 m	C	N	---	N	---	N	---	---	N	Y
N.A.	N.A.	---	Y	N.A.	N.A.	N.A.	N	---	N	---	N	---	---	N	---
N	N.A.	C	Y	N	N.A.	N.A.	Y	M	Y	M/C	N	---	25	N	Y
N	2.6 m	---	Y	N	2.6 m	N.A.	Y	M	N	---	N	---	25	N	Y

*Territorial agreement on the reciprocal recognition of parking permits for physically disabled persons.

unlimited use of parking meters

Y - Yes
N - No

APPENDIX E

SAMPLE OFF-STREET PARKING

SUPPLY REQUIREMENTS

APPENDIX E - SAMPLE OFF-STREET PARKING SUPPLY REQUIREMENTS

FEDERAL GOVERNMENT - BARRIER FREE DESIGN: DETAILED IMPLEMENTATION REQUIREMENTS

New construction. All new construction (Crown-owned and lease purchased facilities must include access to, and use of parking facilities.)

If parking spaces are provided for employees, visitors or government vehicles, then accessible spaces must be provided in conformance with the following table:

Total Parking Spaces	Minimum Number of Accessible Spaces
up to 25	1
25 - 50	2
51 - 75	3
76 - 100	4
101 - 150	5
151 - 200	6
201 - 300	7
301 - 400	8
401 - 500	9
over - 500	2% of Total

The total number of accessible parking spaces may be distributed among parking areas.

ONTARIO (PROPOSED)

Suggesting Parking Requirements to Serve Disabled Persons

No. of Automobile Parking Spaces	No. of Designated Parking Spaces
1 - 19	nil
20 - 200	1 minimum
200 - 400	2 minimum
for each additional 400 or part thereof	1 minimum to a maximum of 20

ONTARIO (Cont'd)

Suggested Parking Requirements to Serve Disabled Persons at Hospitals, Medical Centres or Clinics

No. of Automobile Parking Spaces	No. of Designated Parking Spaces
1 - 30	1 minimum
31 - 60	2 minimum
61 - 100	3 minimum
for each additional 30 or part thereof	1 minimum to a maximum of 12

ST. JOHN'S, NEWFOUNDLAND

SUPPLY:

- new developments off street
- rule of thumb, 1 space minimum plus additional spaces depending on size of development

DARTMOUTH, NOVA SCOTIA

Reserved parking spaces for the mobility disabled shall be provided as an addition to the required spaces in conformity with the following schedule:

Use	Parking Requirement
Medical clinics and offices of any health practitioner	1 reserved parking space for mobility disabled per 5 - 15 parking spaces required; 1 additional space for each additional 15 required spaces or part thereof to a maximum of 10.
Senior citizen housing/nursing homes/hospitals	1 reserved parking space per 20 beds to a maximum of 10.
Multiple dwelling unit buildings	1 reserved parking space per 10 - 20 parking spaces required; 1 additional space for each additional 20 required spaces or part thereof to a maximum of 10.

For buildings accommodating units for the disabled	1 reserved parking space per (disabled) unit.
Restaurants, theatres, auditoriums and similar uses	1 reserved parking space per 50 seats to a maximum of 10.
All other uses	1 reserved parking space per 15 - 50 parking spaces required; 1 additional space for each additional 50 required spaces or part thereof, to a maximum of 10.

LONGUEUIL, QUÉBEC

Le nombre de cases de stationnement hors-rue réservé aux personnes handicapées doit respecter les proportions minimales suivantes:

Nombre total de cases de stationnement requis	Nombre minimal de cases de stationnement réservé aux véhicules utilisés par les personnes handicapées
11 - 25	1
26 - 50	2
51 - 75	3
76 - 175	4
176 - 299	5
300 - 399	6
400 - 499	7
500 et plus	8

HULL, QUÉBEC

Usage résidentiel	Autre usage	Nombre minimum d'espaces réservés aux handicapés
Nombre de places de stationnement		
1 à 30	1 à 19	0
31 à 99	20 à 99	1
100 à 199	100 à 199	2
200 à 299	200 à 299	3
300 à 399	300 à 399	4
400 à 499	400 à 499	5
500 et plus	500 et plus	6

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON, ONTARIO

Every owner and operator of a public parking area shall provide reserved parking spaces for the exclusive use of physically handicapped persons, or persons conveying physically handicapped persons, to park their motor vehicles, in at least the amount prescribed by the following table:

Capacity of Public Parking Area (number of parking spaces)	Minimum Number of Spaces to be Reserved for Physically Handicapped Persons
1 - 19	0
20 - 99	1
100 - 199	2
200 - 299	3
300 - 399	4
400 - 499	5
500 and more	6

CITY OF OTTAWA, ONTARIO

Every owner and operator of a public parking area shall provide reserved parking spaces for the exclusive use of physically handicapped persons, or persons conveying physically handicapped persons, to park their motor vehicles, in at least the amount prescribed by the following table:

Capacity of Public Parking Area (number of parking spaces)	Minimum Number of Spaces to be Reserved for Physically Handicapped Persons
1 - 19	0
20 - 99	1
100 - 199	2
200 - 299	3
300 - 399	4
400 - 499	5
500 and more	6

NEPEAN, ONTARIO

Every owner and operator of a public parking area shall provide reserved parking spaces for the exclusive use of physically handicapped persons, or persons conveying

physically handicapped persons, to park their motor vehicles, in at least the amount prescribed by the following table:

Capacity of Public Parking Area (number of parking spaces)	Minimum Number of Spaces to be Reserved for Physically Handicapped Persons
1 - 19	0
20 - 99	1
100 - 199	2
200 - 299	3
300 - 399	4
400 - 499	5
500 and more	6

METROPOLITAN TORONTO, ONTARIO

Off-street parking requirement: 1 space per 50 parking spaces supplied.

MISSISSAUGA, ONTARIO

Every owner or operator of a private parking facility that is for use by the public shall supply parking for the disabled in accordance with the following:

Number of Automobile Parking Spaces	Number of Designated Parking Spaces
0 - 19	nil
20 - 100	1 minimum
for each additional 100 or part thereof	1 minimum to a maximum of 25

Every owner or operator of a public parking area associated with a hospital or medical centre of a clinic shall supply parking for the disabled in accordance with the following:

Number of Automobile Parking Spaces	Number of Designated Parking Spaces
0 - 9	nil
10 - 30	1 minimum
31 - 60	2 minimum
61 - 100	3 minimum
for each additional 30 or part thereof	1 minimum to a maximum of 12

CHATHAM, ONTARIO

Parking requirements for physically disabled:

Total Number Parking Spaces	Required Number of Designated Parking Spaces
50 - 99	1
100 - 199	2
200 - 299	3
300 - 399	4
400 - or more	5

SAULT STE. MARIE, ONTARIO

Number of Spaces for Handicapped Parking

As a guideline, 1% of the total number of parking spaces provided.

CALGARY, ALBERTA

The ratio of disabled parking stalls to total parking stalls should be:

Number of Parking Stalls	Provision for Disabled
1 to 20	1 space
21 to 100	2 spaces
101 to 200	3 spaces
201 to 300	4 spaces
301 to 400	5 spaces
401 and over	5 spaces plus 1% of the total

Parking stalls should be distributed throughout a parking lot to provide a choice of locations and the shortest travel distance to each entrance.

A higher ratio of stalls should be provided for areas of higher concentrated use by mobility impaired individuals such as health service facilities, hospitals, senior citizen complexes, and homes for the disabled. Recommended parking stall ratios will be set on an individual basis by the Disabled Access Review Committee in consultation with the Planning Department.

Parkades

Multi-level parkades should provide parking stalls for the disabled on each level, adjacent to accessible elevators. Where elevators are not provided, disabled parking should be provided at grade.

The number of disabled parking stalls to total parking stalls for each level should conform to the ratio of disabled parking stalls to total parking stalls.

VANCOUVER, B.C.

If any development provides more than 50 off-street parking spaces, one parking space shall be provided for the use of persons with a physical disability, together with one additional disability space for each additional 100 off-street parking spaces required or provided. Each physical disability space shall be 3.7 metres in width and shall be labelled and located to the satisfaction of the Director of Planning.

WHITEHORSE, YUKON

Disabled parking supply;

> ... the manager shall establish, ... not less than four traffic control devices designating parking spaces in the central business district for the exclusive use of handicapped persons.

APPENDIX F

EXISTING REGIONAL/MUNICIPAL VEHICLE IDENTIFICATION AND SIGNAGE METHODS

SIGN

HALIFAX

SIGN

NEPEAN & CITY OF OTTAWA

SIGN

PLACARD

REGIONAL MUNICIPALITY OF
OTTAWA-CARLETON

PLACARD

HAMILTON

PLACARD

SIGN

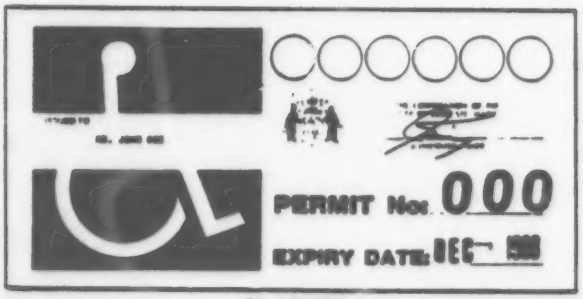
CHATHAM

PLACARD

SIGN

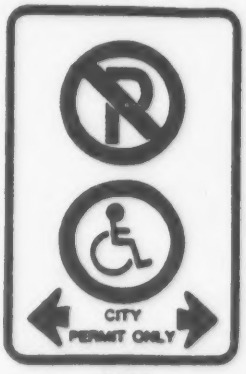
MISSISSAUGA

SIGN



PLACARD

SAULT STE.MARIE

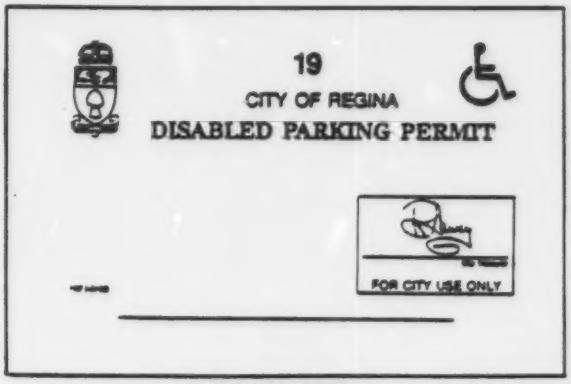


SIGN

WINNIPEG

SIGN

SASKATOON



PARKING PERMIT

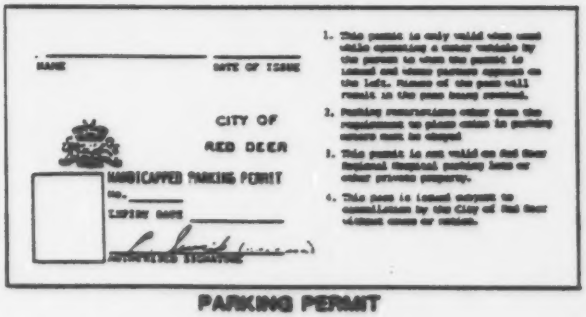
REGINA

SIGN

CALGARY

SIGN

SIGN

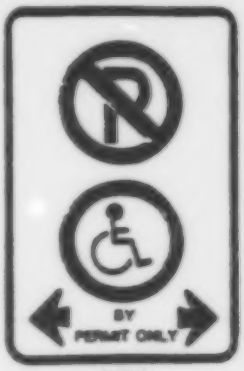

NAME
DATE OF ISSUE
CITY OF
RED DEER
HANDICAPPED PARKING PERMIT
No.
EXPIRY DATE
AUTHORIZED SIGNATURE
1. This permit is only valid when used while operating a motor vehicle by the person to whom the permit is issued and whose picture appears on the left. Misuse of the pass will result in the pass being revoked.
2. Parking restrictions other than the requirement to place coins in parking meters must be obeyed.
3. This permit is not valid on fire lanes, regional hospital parking lots or other private property.
4. This pass is issued subject to cancellation by the City of Red Deer without cause or reason.

PARKING PERMIT

RED DEER

SIGN

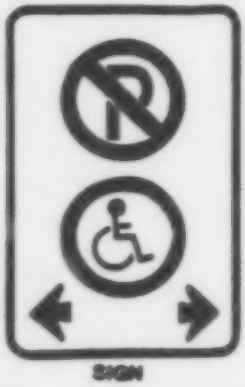
YELLOWKNIFE



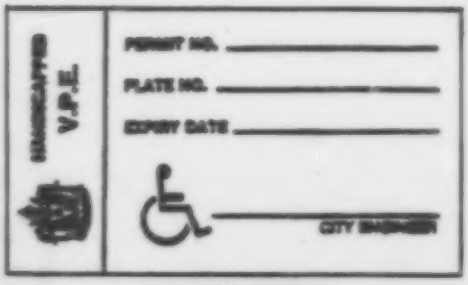
SIGN

PARKING PERMIT

WHITEHORSE



SIGN



PARKING PERMIT

VICTORIA

APPENDIX G

REFERENCES

APPENDIX G - REFERENCES

1. U.S. Department of Transportation, Office of Traffic Operations, Parking For Handicapped Persons Study, November 1987.

2. Technical Council Committee 5D-4, The Need For And Usage of Handicapped Parking Spaces, ITE Journal, June 1988, pp. 57-60.

3. ITE Technical Council Committee 5D-8, Handicapped Parking Supply, ITE Journal, Sept. 1988, pp. 12-13.

4. Leonard A. Jason, Roy Jung, Stimulus Control Techniques Applied to Handicapped - Designated Parking Spaces Deterring Unauthorized Use By the Non-Handicapped, Environment and Behavior, Vol. 16 No. 6, Sage Publications, November 1984, pp. 675-686.

5. AAMVA Ad Hoc Committee on Handicapped Reciprocity, Final Report on State, Territorial and Provincial Reciprocity and Uniformity For Handicapped Parking, Draft Copy, October 1989.

6. U.S. Department of Transportation, News: Office of the Assistant Secretary for Public Affairs, DOT Proposes States Adopt Uniform System for Handicapped Parking, FHWA, March 28, 1990.

APPENDIX H

PERSONS CONTACTED DURING SURVEY

APPENDIX H - PERSONS CONTACTED DURING SURVEY

Federal Government

Pat Hallett, Mark Gronoll and
Janyce Clark
Transport Canada
Transportation Services for
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Yukon

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Government of Yukon
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City of Whitehorse
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Provincial

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Government Services
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Municipal

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City of Yellowknife
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Doug Lewey
City of Vancouver

John Keen
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Municipal

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Alberta Cont'd

Provincial

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Paul Meyette
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Linda Hacman
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Pat Harrison
Canadian Paraplegic
Association
Saskatchewan Division
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Municipal

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Mr. Jones
City of Saskatoon
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Sgt. Oliver
City of Saskatoon
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Manitoba

Provincial

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Department of Transportation,
Manitoba
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Ontario

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Metro Toronto
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Bob Little
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Marty Hazel
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Manitoba Cont'd

Provincial

Municipal

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Sandra Bardati
Region of Hamilton-Wentworth
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Blair Anderson
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Jerry Taylor
City of Sault Ste. Marie
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John King
City of Sault Ste. Marie
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du transport terrestre
des personnes
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Rouyn-Noranda
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Denis Lacombe
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Bruce St.-Louis
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Québec Cont'd

Provincial

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Mr. Royer
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Provincial

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and Public Works
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Charlottetown Police
Department
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Provincial

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Garni Howe
City of Fredericton
(506) 452-9500 (566)

John Griffin
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Richard Smith
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Newfoundland

Provincial

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Newfoundland
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Carmel Osborne
Consumer Organization of
Disabled, NFLD
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Nova Scotia

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Department of Transportation
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Von Parrin
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Roger Wells
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APPENDIX I

SAMPLE MODEL ORDINANCES

PROVINCES OF ONTARIO AND BRITISH COLUMBIA

DRAFT OF ONTARIO MODEL ORDINANCE

DRAFT

MODEL BYLAW

THE CORPORATION OF THE CITY OF .....

BYLAW NO. ...

ON AND OFF STREET PARKING FOR DISABLED PERSONS

Being a bylaw to:

(1) authorize the creation and designation of parking spaces on highways and/or on municipal or private property for the exclusive use of vehicles which are properly displaying disabled person's parking permits; and/or

(2) create special parking exemptions for the drivers and operators of vehicles which are properly displaying disabled person's parking permits;

and to provide for the enforcement necessary to prevent the unauthorized use of such permits, parking spaces and exemptions.

NOW THEREFORE the Council of the City of ..... enacts as follows:

1. In this bylaw:

(1) "designated parking space" means a parking space designated under this bylaw for the exclusive use of a vehicle properly displaying a permit;

(2) "municipal or private property" means any open area or portion of a structure, other than a street or highway, intended for the temporary parking of motor vehicles and on which there are designated parking spaces, whether their use involves the payment of a fee or otherwise;

(3) "permit" means a disabled person's parking permit issued under the Highway Traffic Act or a permit, number plate or other marker or device issued by another jurisdiction and recognized under that Act.

2. (1) A designated parking space shall be identified in accordance with the requirements of the Highway Traffic Act and the regulations thereunder.

(2) A designated parking space on municipal or private property shall have a width of not less than 3.7 metres.

(3) Designated parking spaces,

(a) on streets and highways are described in Schedule I, and

(b) on municipal or private property are described in Schedule II.

3. No. person shall

(1) park, stand or stop a motor vehicle in a designated parking space, or

(2) be entitled to the benefit of exemptions under this bylaw;

unless a permit is properly displayed on or in the vehicle in accordance with the Highway Traffic Act and the regulations thereunder, and in accordance with this bylaw.

4. Notwithstanding other provisions of the Corporation of the City of ..... (Parking or Traffic) Bylaw No. ..., any motor vehicle on which a permit is properly displayed is exempt from:

NOTE: Various exemptions from other traffic controls bylaws may be described here. See Technical Guidelines Appendix A.

5. Notwithstanding other provisions of this bylaw, no person shall park a vehicle on a street or highway in such a manner that it will interfere with the clearing of snow from the street or highway.

6. A person driving a vehicle with a permit properly displayed shall not be required to pay an amount in excess of the normal fee paid by other users of the same public parking facilities.

7. (1) Any person who contravenes any provision of this bylaw is guilty of an offence and shall be liable on conviction thereof to a fine of not more than $2000.00, exclusive of costs.

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(2) The owner of a vehicle may be charged with and convicted of an offence under this bylaw for which the driver of the vehicle is subject to be charged unless, at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent and on the conviction the owner is liable to the penalty prescribed for the offence.

(3) The holder of a disabled persons parking permit may be charged with and convicted of an offence under this bylaw for which the driver of the vehicle is subjected to be charged unless, at the time of the offence, the permit was in the possession of some person other than the holder without the holder's consent or used by a person without the holder's consent, and on the conviction the holder is liable to the penalty prescribed for the offence.

(4) A constable or an officer appointed for the carrying out of the provisions of the Highway Traffic Act of Ontario, upon discovery of any vehicle parked or left in contravention of this Bylaw, may cause it to be moved or taken to and placed or stored in a suitable place and all costs and charges for removing, care, and storage thereof, if any, are a lien upon the vehicle which may be enforced in the manner provided by Section 52 of the Mechanics' Lien Act, R.S.O. 1980.

8. This bylaw shall come into force on the date that it is approved by the Council of the City of.....

ENACTED AND PASSED THIS DAY OF , 19

Signed by:

_____, Mayor _____, City Clerk

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MODEL PARKING BYLAW
TECHNICAL GUIDELINES

APPENDIX A

GUIDE TO POTENTIAL EXEMPTIONS TO TRAFFIC CONTROL AND OTHER ZONING BYLAWS

TRAFFIC CONTROL BYLAWS

EXEMPTION	COMMENTS
1. Exemption from compliance with signed or unsigned time limited parking in permitted zones for up to a maximum of 24 hours.	- Recommended
2. Exemption from payment of fees associated with metered parking for up to a maximum of 24 hours.	- Recommended - Many disabled persons will be unable to manipulate coins to use parking meters or to reach meters in snow conditions. - In designated spaces municipality may choose to remove the meter.
3. Exemption from compliance with signed or unsigned no parking zones.	- Recommended - Municipality may choose to review effect on local traffic control or safety.
4. Exemption from compliance with Fire and other Emergency Routes and Snow Routes.	- Not recommended - Potentially serious traffic control and general safety concerns. - Local implementation should be reviewed carefully. - In some municipalities exemption from compliance with fire and other emergency routes and snow routes is permitted in off-street locations where there is sufficient space for fire and other equipment to safely pass.

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APPENDIX A

GUIDE TO POTENTIAL EXEMPTIONS TO TRAFFIC CONTROL AND OTHER ZONING BYLAWS

5.	Exemption from compliance with No Standing restrictions.	- See # 4
6.	Exemption from compliance with No Stopping restrictions.	- See # 4
7.	Exemption from compliance with signed or unsigned no parking associated with construction sites and places of assembly (eg theatres, churches, schools etc.)	- Not recommended - these spaces are required for general public safety and crowd assembly and dispersement. - a No Standing-Drop off/ pick up zone for disabled persons may be permitted and signed at areas of assembly.

OTHER ZONING BYLAWS

1.	Exemption from payment of fees associated with off street controlled parking.	- Not recommended - in general, disabled persons do not seek special exemptions.

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MODEL PARKING BYLAW

TECHNICAL GUIDELINES

APPENDIX B

PHYSICAL CHARACTERISTICS AND LOCATION/ALLOCATION OF PARKING SPACES

A) General

A parking space reserved for the sole use of a vehicle operated by or carrying a physically disabled person should be:

i) hard surfaced;

ii) level (avoid slopes);

iii) of a minimum width 4.4 metres (14.6'). For on street purposes, where conditions permit, a minimum 3.7' metres (12') wide space is desirable for designated parking spaces. This space is required for the safe deployment of lifts and ramps of vehicles which have been modified for disabled persons.

iv) of a minimum length 5.79 metres (19');

v) have a minimum vertical clearance of 2.75 metres (9'). Vertical clearance in underground garages is also a significant problem. The Standing Committee on Barrier Free Design (part 3.7 O.B.C. 1986) has this particular problem under consideration.

vi) placed so sidewalks, paths, ect., will be accessible to physically disabled persons whether via ramps, depressed curbs, or other appropriate means;

vii) placed with sufficient clearance around the vehicle, in terms of other vehicles, or obstacles such as light standards, waste receptacles, etc.;

vii) identified by the authorized sign. The authorized sign should be upright on a post. Painting the universal symbol of access on the pavement does not constitute appropriate signage. (Refer to Appendix D).

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B) On-Street Parking

Designated on-street parking spaces should be located to minimize the distance to building entrances and exits, preferably within 30 m (100') and should allow immediate access to sidewalks. The following items should be carefully considered when determining the number and location of such parking spaces:

- type of facilities within a city block - commercial, medical, government;
- length of city block;
- total number of parking spaces within city block.

The decision to designate (sign) on-street parking is a local responsibility. This decision will depend upon a variety of factors including, the size of municipality, local traffic congestion, availability of on-street parking in general, and so on.

Where on-street parking is at a premium, designating spaces rather than providing exemption from other traffic control bylaws may, in fact, reduce parking opportunities for disabled drivers. In other circumstances, however, designated spaces may be an effective solution.

C) Off-Street Parking

A designated off-street parking space should allow immediate access to a walkway without requiring a person to pass behind parked cars or across traffic. Preferably, the designated space(s) should be located at the "open end" of a row of spaces in order to provide the necessary clearance. In this case, parking space of normal width may be sufficient, particularly if the adjacent space is protected from infringement. An upright post with the recommended sign on it should be used for this purpose. Considering that many physically disabled persons drive their own vans, operators of public parking facilities should be discouraged from placing crossbars at entrance(s) to prohibit such vehicles (particularly those with a raised roof) from using the facility.

As outlined in the previous paragraph, several factors should be considered when determining the number of spaces to reserve for physically disabled persons in off-street parking facilities:

- total number of spaces,
- facilities in proximity to the parking lot or structure

Generally speaking, it has been suggested that at least one percent of the total parking spaces be reserved for disabled persons. The practicality of applying this guideline in terms of public parking facilities with a limited number of spaces, i.e. the neighbourhood convenience store, etc. is questionable.

D) Suggested Parking Requirements to Serve Disabled Persons

NO. OF AUTOMOBILE PARKING SPACES	NO. OF DESIGNATED PARKING SPACES
1-19	nil
20-200	1 minimum
200-400	2 minimum
for each additional 400 or part thereof	1 minimum to a maximum of 20

E) Suggested Parking Requirements to Serve Disabled Persons at Hospitals, Medical Centres or Clinics

NO. OF AUTOMOBILE PARKING SPACES	NO. OF DESIGNATED PARKING SPACES
1-30	1 minimum
31-60	2 minimum
61-100	3 minimum
for each additional 30 or part thereof	1 minimum to a maximum of 12

F) Guideline Material

A variety of guideline material is available as follows:

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Document	Availability
MGS Barrier Free Design Standard	Ministry of Government Services, Office of Barrier Free Design 10th Floor Ferguson Block Toronto, Ontario M7A 2T3 Tel: (416) 965-2806
Guide and Illustrations for Section 3.7 of the Ontario Building Code	Ministry of Housing Ontario Building Br. 2nd Floor 777 Bay Street Toronto, Ontario M5G 2E5 Tel: (416) 585-6652
Designing for the Physically Disabled	Ministry of Education Articitectural Services Section 21st Floor Mowat Block 900 Bay Street Toronto, Ontario Tel: (416) 965-9696
National Building Code	Publications Section National Research Council Building R 88 Ottawa, Ontario K1A 0R6 Tel: (613) 993-2054
Barrier Free Design: Access To and Use of Buildings by Physically Disabled People, 1985	Documention Centre Design and Construction Technology Public Works Canada Sir Charles Tupper Bldg. Riverside Drive Ottawa, Ontario K1A 0M2 Tel: (613) 998-4446
Draft CSA Standard B651 - Barrier Free Design, Public Safety	Canadian Standards Ass. 178 Rexdale Blvd. Rexdale, Ontario M9W 1R3 Tel: (416) 747-4044

G) Expert Advice

A variety of sources of expert advice and assistance are available in various communities across the provice. The following are three sources of governmental advice:

Ministry of Government Services
Office of Barrier Free Design
10th Floor
Ferguson Block
Toronto, Ontario
M7A 2T3
Tel: (416) 965-1806

Ministry of Housing
Ontario Building Br.
2nd Floor
777 Bay Street
Toronto, Ontario
M5G 2E5
Tel: (416) 585-6652

Associate Committee to the National Building Code
National Research Council of Canada
Montreal Road
Building M-24
Ottawa, Ontario
K1A 0R6
Tel: (613) 993-9960

H) Consumer Advice

It is recommended that municipalities consult with consumers at the local level to address issues regarding the number and location of designated parking spaces and/or the need for exemptions from other traffic control bylaws.

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MODEL PARKING BYLAW

TECHNICAL GUIDELINES

APPENDIX C

RECOMMENDED FINE SCHEDULE

"Maximum fine shall be $2,000.00. Minimum fine shall be $50.00 or at least equivalent to the local fine for parking in a No Stopping Zone."

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APPENDIX D

UNIFORM TRAFFIC CONTROL DEVICE

The sign (figure 1) to identify a parking space designated for disabled persons was developed after consultation with organizations representing disabled persons, the Association of Municipalities of Ontario, the Ontario Good Roads Association, the Ontario Traffic Conference, and the Ministries of Transportation, Municipal Affairs, the Solicitor General and the Offices of Disabled Persons and Senior Citizens' Affairs.

The recommended sign will be included in the regulations associated with the amendments to the Highway Traffic Act regarding the portable parking permit and will be recognized as the appropriate signage for disabled parking spaces in Ontario. The new sign will also be included in the Manual of Traffic Control Devices.

Municipalities who presently have municipal bylaws in place will likely have to amend their bylaws to include the sign as the recognized signage of a designated disabled parking space in their jurisdiction. The sign will have to be placed upright on a post so as to be clearly visible to the motoring public.

The Ministry of Transportation has developed a standard for the sign which is available free of charge to municipalities/ sign shops across the province.

For further information, please contact:

Traffic Signing Section
Traffic Management and Engineering Office
Room 238
Central Building
Ministry of Transportation
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

(416) 235-3784

MODEL PARKING BYLAW.
TECHNICAL GUIDELINES
APPENDIX D

FIGURE 1

RECOMMENDED SIGN
(UNIFORM TRAFFIC
CONTROL DEVICE)

DRAFT

BY PERMIT
ONLY

AVEC PERMIS
SEULEMENT

UNION OF BRITISH COLUMBIA MUNICIPALITIES

MODEL ORDINANCE

UNION OF B.C. MUNICIPALITIES

REPORT AND SAMPLE BYLAW FOR PARKING FOR DISABLED PERSONS

BACKGROUND

At the September 1985 UBCM Convention, the City of Vancouver sponsored a resolution (B27) that was endorsed and stated:

> THEREFORE BE IT RESOLVED that the UBCM endorse the logos and placard system based on the program developed by the Social Planning and Research Council of B.C. (SPARC) and request that the Minister of Highways adopt those logos and placards and develop parking policies for the disabled.

As a result the Ministry replied:

> The Ministry of Transportation and Highways, through the Motor Vehicle Department, is presently introducing legislation that would prohibit vehicles not displaying the International Symbol of Access from parking in a parking spot designated persons, or vehicles transporting disabled persons.
>
> British Columbia has signed an agreement with other provincial governments recognizing the International Symbol of Access, whether it be displayed on a licence plate or on a permit or placard, as deserving of reciprocal parking privileges when they are in British Columbia.
>
> The Ministry of Transportation and Highways, through the Motor Vehicle Department, provides financial support to SPARC, in order that they may carry out the existing issuing program. It has been suggested that the Province of British Columbia should assume the responsibility for this program; the feasibility of this is under investigation.
>
> The Motor Vehicle Department believes we are in compliance with the resolution.

UBCM then decided that it should advance the first part of the resolution and explore what could be done to further UBCM "endorsement" of the SPARC program. Action appeared needed to avoid an emerging problem.

EXISTING SITUATION AND THE POTENTIAL PROBLEM

The City of Vancouver has adopted a disabled persons' parking bylaw. Under this bylaw vehicles parking in designated parking places must display an approved placard.

The City of Vancouver entered into an agreement with the Social Planning and Research Council (SPARC) under which SPARC was authorized to issue placards bearing the seal of the City of Vancouver (example shown in Appendix A). The placard is designed to hang from the rear-view mirror of the vehicle and is "portable" in the sense that it can be taken from vehicle to vehicle.

SPARC issues two types of placards:

- a temporary placard for those who are temporarily disabled;
- a permanent placard that must be renewed every three years;

Applications must be supported by a doctor's certificate.

Additional information on the placard program and application process can be obtained from:

Social Planning and Research Council of B.C.
#106 - 2182 West 12th Avenue
Vancouver, BC
V6K 2N4

Phone: 736-4367

This program has worked well - so well that some potential problems could emerge if not addressed:

- There is a growing demand for SPARC/City of Vancouver placards from persons living outside of the City. In fact, nearly 80% of the 8,000 (3-year) permanent placards issued are outside the City. Many of these placards are used in these areas even though there may be no bylaw recognizing them.

- There is an interest among other municipalities in adopting disabled persons' parking bylaws; an interest that, if not coordinated with the many thousands of placards now issued, could be confusing and upsetting.

The objective of the UBCM initiative was to avoid a situation where placards issued in one jurisdiction would not be recognized in another jurisdiction.

Since the UBCM had endorsed the SPARC placard system, the task was to develop a sample bylaw that would allow any municipality to reference the SPARC placard (either with the City of Vancouver logo or other identifying issuing authorities).

LEGAL BACKGROUND

While the matter of the placard was the focus of the resolution it was decided to canvas the full legal context of related local government powers before proceeding. A legal commentary on the legislative power concluded:

A municipality in its bylaw may:

(a) provide for the designation of disabled persons' parking spaces;

(b) prohibit all vehicles except those with recognized placards from parking in the designated spaces;

(c) provide for the recognition of placards, including ones issued by SPARC in respect of any municipality in the province ... and placards recognized by the province by regulation or agreement;

(d) create the offence of parking in a disabled person's parking space without a recognized placard;

(e) provide for a penalty on conviction or for the offending vehicle to be towed, or both; and

(f) require the provision on private property of disabled persons' parking spaces.

The review was not able to identify authority for a municipality to enter on private property to remove, detain or impound a motor vehicle unlawfully occupying a disabled persons' parking space, and so this has not been included in the sample bylaw.

SAMPLE BYLAW

Based on the legal review a sample bylaw was prepared that accomplishes two things:

1. provides for the regulation or prohibition of parking of vehicles in spaces designated for disabled persons' parking in a municipality (except on an arterial highway as defined in the Highway Act R.S.B.C. 1979, c. 167 unless approved by the Minister of Transportation and Highways); and

2. requires owners or occupiers of a building or structure to provide off-street parking and loading spaces for use by disabled persons in respect of the building or structure.

The bylaw allows council to delegate to an appointed official (in the sample bylaw this is the City Engineer) the authority to designate the accepted placards. This will allow the official to easily and simply designate the SPARC placard as a recognized placard as well as conveniently designate other out-of-province placards showing the International Symbol of Access.

The necessary steps to adapt the bylaw to a specific community are set out in the covering letter (Appendix B).

1676R

LIDSTONE, YOUNG, BAKER & ANDERSON
BARRISTERS & SOLICITORS

Suite 1607 - 808 Nelson Street
Box 12147, Nelson Square
Vancouver, B.C. V6Z 2H2

Telephone: (604) 689-7400
Telecopier: (604) 689-3444

RECEIVED
JUL 29 1987

July 28, 1987

Mr. Richard Taylor
Executive Director
Union of B.C. Municipalities
15 - 10551 Shellbridge Way
Richmond, B.C.
V6X 2W9

Dear Richard:

Re: Parking for Disabled Persons
Our File No. 43-S-101

Enclosed is our final draft of a proposed Bylaw to:

1. provide for the regulation or prohibition of parking of vehicles in a municipality (except on an arterial highway as defined in the Highway Act R.S.B.C. 1979, c. 167 unless approved by the Minister of Transportations and Highways); and

2. require owners or occupiers of a building or structure to provide off-street parking and loading spaces for use by disabled persons in respect of the building or structure.

A municipality making use of the enclosed should make the following adjustments:

1. insertion of the bylaw number and date if applicable in title as well as in Section 1;

2. designation under Section 120(2) of the Motor Vehicle Act R.S.B.C. 1979, c. 288 of the municipal officer or employee who is authorized to make orders under Sections 3 and 5;

3. identification of the name of the building regulation bylaw in Section 6(1); and

JUL 29 1987

4. reference to the class of municipality if not a "city" throughout the bylaw.

We are not aware of any authority for a municipality to enter on private property to remove, detain, or impound a motor vehicle unlawfully occupying a disabled persons' parking space, and so we have not included this in the enclosed draft.

Yours sincerely,

LIDSTONE, YOUNG, BAKER & ANDERSON

Donald Lidstone

DL/djk

Encl.

CORPORATION OF THE CITY _____

BYLAW NO. _____

A BYLAW TO PROVIDE FOR PARKING FOR DISABLED PERSONS

WHEREAS a municipality has the power under the Motor Vehicle Act by bylaw to provide for the regulation, control or prohibition of the stopping, standing or parking of vehicles in the municipality, except on an arterial highway as defined in the Highway Act unless approved by the Minister of Transportation and Highways;

AND WHEREAS a municipality has the power under the Municipal Act to require owners or occupiers of any building or structure to provide off-street parking and loading spaces for the building or structure, including spaces for use by disabled persons;

AND WHEREAS under the Municipal Act the Council, in addition to powers specifically allotted to it, has the power to do anything incidental or conducive to the exercise of an allotted power;

NOW THEREFORE the City Council of the Corporation of the City of _____ in open meeting assembled ENACTS AS FOLLOWS:

CITATION

1. This bylaw may be cited for all purposes as "Disabled Persons' Parking Bylaw No. , 198 ."

INTERPRETATION

2. In this bylaw:

"motor vehicle" means a device, other than a device designed to be moved by human power or used exclusively on stationary rails or track, on or by which a person or thing is or may be transported or drawn on a highway, which device is designed to be self-propelled; and

"residential dwelling unit" means one or more habitable rooms constituting a self-contained unit with separate entrance and used or intended to be used for living and sleeping purposes for not more than one family, which dwelling unit contains not more than one set of cooking facilites.

PARKING FOR DISABLED ON STREETS

3. The City Engineer is hereby authorized to:

(1) make orders in respect of the designation:

(a) including painting, signage or other markings, of disabled persons' parking spaces on a highway; and

(b) of the form and content of a valid placard for the purposes of this bylaw,

provided that the orders are filed with the City Clerk for the convenience of the public; and

(2) rescind, revoke, amend or vary an order made by him, provided the rescinded, revoked, amended or varied order is filed with the City Clerk.

4. No person shall cause or permit a motor vehicle to stop, stand or park in a parking space designated by order of the City Engineer under Section 3 of this bylaw as a disabled persons' parking space except where the motor vehicle bears, hanging from the inside rear view mirror, a placard in the form and with the content set out in the order of the City Engineer.

TOWING

5. (1) The City by its employees or agents may remove, detain or impound a motor vehicle unlawfully occupying a disabled persons' parking space on a highway or public place.

(2) The City Engineer is hereby authorized to:

(a) make orders in respect of the scale of fees, costs and expenses which may be recovered from an owner of a motor vehicle unlawfully occupying a disabled persons' parking space contrary to the provisions of this bylaw, provided the order is filed with the Clerk for the covenience of the public; and

(b) rescind, revoke, amend or vary an order mad by the City Engineer provided the rescinded, revoked,

amended or varied order is filed with the Clerk.

(3) The City may sell the motor vehicle at public auction or initiate an action in a Court of competent jurisdiction to recover the fees, costs and expenses where:

(a) the City has delivered to the owner a notice that the fees, costs and expenses will be recovered by way of public auction or court action where the fees, costs and expenses have not been paid by the owner to the City within 30 days of the delivery of the notice; and

(b) the 30 days have expired.

PARKING FOR DISABLED ON PRIVATE PROPERTY

6. (1) Every person who obtains a building permit under "Building Regulation Bylaw No. , 19 " shall provide on the parcel in respect of which the building permit is sought one disabled person's parking space of the minimum size and shape required for parking spaces under any other City order or bylaw in respect of every:

(a) residential dwelling unit used, designed or intended to be used by a disabled person; and

(b) 100 required spaces where 20 or more spaces are

required under a City bylaw or order

and every subsequent owner or occupier of the parcel shall maintain the required handicapped persons' parking spaces.

(2) The parking spaces for disabled persons required under this section shall be located as near as is practicable to the building entrance designed to service disabled persons.

(3) Every parking space required under this section for disabled persons shall be identified for the exclusive use of motor vehicles bearing the placard identified by the order of the City Engineer under Section 3 of this bylaw.

OFFENCE

7. Every person who contravenes any provision of this bylaw commits an offence.

PENALTY

8. Every person who commits an offence contrary to the provisions of this bylaw is liable on summary conviction to a penalty of not more than $2,000.00 in addition to the costs of prosecution.

SEVERABILITY

9. If any section, subsection, sentence, clause or phrase in this bylaw is for any reason held invalid by a Court of competent jurisdiction, the invalidity shall not affect the validity of the remaining portions of this bylaw.

READ A FIRST TIME THIS day of , 1987.

READ A SECOND TIME THIS day of , 1987.

READ A THIRD TIME THIS day of , 1987.

RECONSIDERED, PASSED AND ADOPTED THIS day of , 1987.

_____
MAYOR

_____
CLERK